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RTP REFERENCE NUMBER	PROJECT/PROGRAM WITH COMMITTED FUNDING	TOTAL PROJECT COSTS	NOTES
		In millions of 2001 dollars	
REGION			
21013	Rehabilitation of Bay Area state-owned toll bridges	\$475.0	
21015	Seismic retrofit of Bay Area state-owned toll bridges, excluding San Francisco-Oakland Bay Bridge (see #21778 and #21879 below)	\$1,170.0	
21016	Low-Income Flexible Transportation Program (LIFT)	\$30.0	
DIABLO			
94541	New Benicia-Martinez Bridge: construct new bridge span east of existing span (4 mixed-flow lanes and 1 slow-vehicle lane). Includes new toll plaza and upgrades to I-680/I-780 interchange and I-680/Marina Vista Road interchange, and reconstruction of the existing bridge for 4 mixed-flow lanes and bicycle and pedestrian lane	\$652.8	Regional Measure 1 Toll Bridge Program
EASTSHORE-NORTH			
94540	Carquinez Bridge replacement: construct new suspension bridge west of existing bridges (4 westbound lanes, including an HOV lane, plus new bicycle/pedestrian pathway) and modify Crockett interchange	\$479.8	Regional Measure 1 Toll Bridge Program
GOLDEN GATE			
21012	Golden Gate Bridge seismic retrofit (completes Phases 1 through 3)	\$302.5	
21320	Golden Gate Bridge moveable median barrier	\$8.0	
TRANSBAY: BAY BRIDGE			
21778	San Francisco-Oakland Bay Bridge: seismic retrofit of the west span and west approach	\$700.0	
21879	San Francisco-Oakland Bay Bridge: east span seismic safety project	\$2,600.0	
TRANSBAY: RICHMOND-SAN RAFAEL BRIDGE			
21014	Richmond-San Rafael Bridge deck replacement	\$53.4	Regional Measure 1 Toll Bridge Program
TRANSBAY: SAN MATEO-HAYWARD AND DUMBARTON BRIDGES			
21601	Dumbarton Bridge: widen Bayfront Expressway (Route 84) from Dumbarton Bridge to US 101/Marsh Road interchange	\$33.8	Regional Measure 1 Toll Bridge Program
94514	I-880/Route 92 interchange improvements in Hayward	\$134.2	Regional Measure 1 Toll Bridge Program
94657	Widen San Mateo-Hayward Bridge: widen low-rise trestle and eastern approach from I-880 from 4 to 6 lanes with shoulders (under construction), extend existing westbound HOV lane 1 mile west along eastern approach from I-880 (under construction), construct new pedestrian/bicycle overcrossing	\$217.5	Regional Measure 1 Toll Bridge Program. Western approach from US 101 was widened from 4 to 6 lanes to match high-rise section of bridge in 1996. Current project completes widening work.

RTP REFERENCE NUMBER	TRACK 1 PROJECT/PROGRAM	TOTAL PROJECT COSTS	EXISTING ¹ FUNDING	TRACK 1 ² FUNDS	NOTES
In millions of 2001 dollars					
BAY AREA REGION					
21001	Freeway Operations Strategies/Traffic Operations Systems (TOS)	\$45.5	\$0.0	\$45.5	
21002	Freeway Service Patrol/freeway call boxes	\$179.1	\$139.5	\$39.6	
21003	Traffic Engineering Technical Assistance Program (TETAP)/arterial signal retiming	\$31.9	\$0.0	\$31.9	
21004	Pavement Management Technical Assistance Program (P-TAP)	\$15.4	\$0.0	\$15.4	
21005	TransLink®	\$392.0	\$253.2	\$138.8	
21006	Regional transit information system and transportation marketing	\$77.4	\$48.5	\$28.9	
21007	Rideshare Program ³	\$98.0	\$42.1	\$55.9	
21008	TravInfo®	\$152.1	\$26.1	\$126.0	
21009	Spare the Air campaign	\$25.0	\$0.0	\$25.0	
21010	Performance monitoring	\$2.8	\$0.0	\$2.8	
21011	Transportation for Livable Communities/Housing Incentive Program - regional program	\$279.2	\$90.0	\$189.2	
21356	Regional Transit Expansion Program reserve funding	\$1,536.0	\$295.0	\$386.0	Remaining shortfall to be funded in Blueprint

¹ **Existing Funding** refers to funds that are committed or are considered to be reasonably available in the short term but which do not in themselves fully cover project costs. This category includes local funding from sales taxes, development impact fees and other sources, as well as already programmed state and federal funds.

² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in "Existing Funding").

³ As an exception to MTC's policy to allocate federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for the Regional Rideshare Program beginning in FY 2003-04, Contra Costa County will use Transportation Fund for Clean Air (TFCA) program manager funds for its population-based share of the program (14.5% annually averaged over the 25 years, or approximately \$10 million over 25 years). If Contra Costa County does not approve its population share of TFCA program manager funds for this purpose, its share of program funding will revert to CMAQ.

RTP REFERENCE NUMBER	PROJECT/PROGRAM WITH COMMITTED FUNDING	TOTAL PROJECT COSTS In millions of 2001 dollars	NOTES
ALAMEDA COUNTY-WIDE			
94522	Local streets and roads pavement maintenance (committed revenues shown)	\$574.9	Shortfall remains (see Track 1)
21854	Non-pavement maintenance (sidewalks, lighting, drainage, landscaping, etc.) (committed revenues shown)	\$709.1	Shortfall remains
21863	Local bridge maintenance (committed revenues shown)	\$59.8	Shortfall remains
94525	BART (Alameda County share) – transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion except BART-to-SFO extension)	\$7,151.5	Federal, state and local funds (including transit fares) available directly to operator; capital shortfall remains (see Track 1)
94526	AC Transit (Alameda County share) – transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$6,080.6	Federal, state and local funds (including transit fares) available directly to operator; capital and operating shortfalls remain (see Track 1)
94527	Livermore Amador Valley Transit Authority (LAVTA) – transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$304.7	Federal, state and local funds (including transit fares) available directly to operator
94528	Union City Transit – transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$75.6	Federal, state and local funds (including transit fares) available directly to operator
21461	Local transportation improvements (includes streets and roads, transit, bicycle and pedestrian, and other improvements)	\$368.7	2000 Measure B sales tax project
21464	Paratransit for AC Transit, BART, non-mandated city programs, service gap coordination	\$172.4	2000 Measure B sales tax project
21465	Transit enhancements funded by transit center development funds	\$2.1	2000 Measure B sales tax project
21468	Transit operations – AC Transit, Welfare to Work, Alameda ferries, Altamont Commuter Express (ACE), Union City Transit, Livermore Amador Valley Transit Authority, and countywide express bus	\$361.8	2000 Measure B sales tax project
21992	AC Transit bus corridor improvements	\$20.0	2000 Measure B sales tax project
98628	BART Advanced Automatic Train Control System (county share)	\$24.2	
94027	Bicycle and pedestrian projects	\$160.5	Funds are from Transportation Development Act (TDA) Article 3, Bicycle Transportation Account, local TEA 21 Enhancement funds, and local sales tax funds.
EASTSHORE – NORTH			
21479	Extend Horton Street between 53rd Street and Haruff (under Powell Street Bridge) in Emeryville	\$2.0	100% locally funded
94008	I-80 bicycle and pedestrian overcrossing in Berkeley	\$6.5	
21571	Widen I-80 from 5 lanes to 6 lanes to extend eastbound HOV lane from San Francisco-Oakland Bay Bridge toll plaza to Powell Street	\$6.6	
94021	Extend Mandela Parkway in Oakland; completes freeway congestion reliever route	\$7.3	4-lane arterial from 32nd Street in Oakland to Hollis Street in Emeryville; extension replaces 32nd Street onramp and off-ramp. Phase 1 (32nd Street to Horton Street) is under construction.

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RTP REFERENCE NUMBER	PROJECT/PROGRAM WITH COMMITTED FUNDING	TOTAL PROJECT COSTS	NOTES
		In millions of 2001 dollars	
	EASTSHORE – SOUTH		
98153	Reconstruct MacArthur Boulevard onramp to restore access to east-bound I-80 and westbound I-580	\$17.0	
98188	San Pablo Avenue Smart Corridor (Phase 2)	\$4.4	
21355	Widen East Lewelling Boulevard in San Leandro	\$11.4	2000 Measure B sales tax project
21431	Regional Express Bus Program: I-880/Hayward BART Station to Silicon Valley	\$4.8	2000 Traffic Congestion Relief Program project
21451	East 14th Street/Hesperian Boulevard/150th Street channelization improvements	\$1.0	2000 Measure B sales tax project
21452	Downtown Oakland streetscape improvements (Broadway, 14th Street and Telegraph Avenue)	\$5.8	2000 Measure B sales tax project
21453	Fruitvale BART Station transit village	\$12.9	2000 Measure B sales tax project
21454	Hesperian Boulevard/Lewelling Boulevard channelization improvements	\$1.2	2000 Measure B sales tax project
21462	Local street improvements in Newark	\$1.4	2000 Measure B sales tax project
21463	Local street improvements in Oakland	\$4.6	2000 Measure B sales tax project
21466	Washington Avenue/Beatrice Street interchange improvements	\$1.3	2000 Measure B sales tax project
21467	New arterial along eastern edge of Westgate Shopping Center between Davis Street and Williams Street	\$10.0	2000 Measure B sales tax project
21886	Industrial Parkway upgrade between Whipple Road and improved segment of the parkway in Hayward	\$0.5	Included as TEA 21 federal earmark
94017	Port of Oakland Joint Intermodal Terminal	\$28.9	Improves ship-to-rail freight container transfers and reduces truck traffic on I-80
94020	Seismic retrofit of Webster and Posey tunnels between the cities of Alameda and Oakland, Stage I: seismic retrofit inside tubes (under construction); Stage II: seismic retrofit outside tubes to strengthen surrounding soils	\$26.0	Funded by the State Highway Operation and Protection Program
94504	Oakland Airport: construct 4-lane cross-airport roadway (mostly on Port of Oakland property)	\$114.7	1986 Measure B sales tax project
94506	Route 84 upgrade to expressway between Route 238 and I-880 in Fremont	\$118.2	1986 Measure B sales tax project
94507	Route 238 (Hayward Bypass) 4-lane expressway: I-580 to Harder (Stage 1 only)	\$148.3	1986 Measure B sales tax project; project is currently under court and Caltrans review
94508	Mission Boulevard safety and operational improvements from Industrial Parkway to Route 84	\$55.8	1986 Measure B sales tax project
94515	I-580 connections to Hayward Bypass (Route 238) and interchange improvements: northbound Hayward Bypass to northbound I-580 and northbound Hayward Bypass to westbound I-238	\$22.6	
94524	Amtrak Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento and 7 round trips daily between San Jose and Oakland)	\$66.0	Effective October 2001

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RTP REFERENCE NUMBER	PROJECT/PROGRAM WITH COMMITTED FUNDING	TOTAL PROJECT COSTS	NOTES
		In millions of 2001 dollars	
FREMONT-SOUTH BAY			
21480	Route 84/Ardenwood Boulevard westbound offramp intersection improvements	\$0.6	100% locally funded
21481	Extend Cushing Parkway from Automall Parkway/Boyce Road to Cushing Parkway/Fremont Boulevard/I-880	\$11.7	100% locally funded
21482	Extend Fremont Boulevard to connect to I-880/Dixon Landing Road	\$4.5	100% locally funded
21483	Widen Stevenson Boulevard from 4 lanes to 6 lanes from I-880 to Blacow Road	\$1.0	100% locally funded
21484	Widen Kato Road from Warren Avenue to Milmont Drive	\$3.0	100% locally funded
21485	Widen Stevenson Boulevard from 2 lanes to 4 lanes from Gallaudet Drive to Mission Boulevard	\$3.4	100% locally funded
21486	Paseo Padre Parkway/Peralta Boulevard (Route 84) intersection improvements	\$0.5	100% locally funded
21487	Widen Mowry Avenue from Mission Boulevard to Peralta Boulevard	\$0.5	100% locally funded
21488	Warren Avenue/Warm Springs Boulevard intersection improvements	\$0.5	100% locally funded
21896	Route 84 vertical and horizontal alignment improvements in Fremont and San Leandro (3 miles to 5.1 miles east of I-680)	\$28.4	Funded by State Highway Operation and Protection Program (SHOPP)
94030	Reconstruct I-880/Route 262 interchange and widen I-880 from Route 262 (Mission Boulevard) to the Santa Clara County line from 8 lanes to 10 lanes (8 mixed-flow and 2 HOV lanes)	\$110.5	
SUNOL GATEWAY			
21339	ACE train station track improvements in Alameda County, including parking improvements at downtown Livermore station and Vasco Road station	\$8.5	
21437	Regional Express Bus Program: I-680 to Pleasant Hill BART Station	\$0.4	2000 Traffic Congestion Relief Program project
21438	Regional Express Bus Program: Tri-Valley to Sun Microsystems	\$1.2	2000 Traffic Congestion Relief Program project
21458	I-680/I-880 cross connector (study only)	\$2.3	2000 Measure B sales tax project
21460	Iron Horse bicycle, pedestrian and transit route	\$5.8	2000 Measure B sales tax project
21469	I-680/West Las Positas crossing improvements	\$29.4	100% locally funded
21470	I-680/Sunol Boulevard ramp improvements; includes signal improvements and widening under existing structure	\$0.9	100% locally funded
21471	I-680/Stoneridge Drive interchange improvements	\$7.5	100% locally funded
21472	I-680/Bernal Avenue interchange improvements	\$17.5	100% locally funded
94501	I-580/I-680 interchange: construct connector southbound I-680 to eastbound I-580, including new local ramps	\$115.8	1986 Measure B sales tax project; under construction
98141	I-680 Sunol Grade southbound and northbound HOV lanes, ramp metering and auxiliary lane from Route 84 to Route 237 (possible value pricing project)	\$125.0	Companion to Santa Clara County project #98140

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RTP REFERENCE NUMBER	PROJECT/PROGRAM WITH COMMITTED FUNDING	TOTAL PROJECT COSTS	NOTES
		In millions of 2001 dollars	
TRANSBAY: SAN MATEO-HAYWARD AND DUMBARTON BRIDGES			
21417	Dumbarton Express park-and-ride: 90 spaces on Decoto Road near I-880 by the Dumbarton Bridge (includes right-of-way acquisition)	\$1.5	
21433	Regional Express Bus Program: Fremont BART Station to Stanford University	\$2.2	2000 Traffic Congestion Relief Program project
TRI-VALLEY			
21100	Vasco Road/I-580 interchange improvements	\$40.8	
21347	Rehabilitate and widen Route 84 from I-580 to Scott Street	\$11.1	Funded by State Highway Operation and Protection Program (SHOPP)
21455	Widen I-238 from 4 lanes to 6 lanes between I-580 and I-880; includes auxiliary lanes on I-880 south of I-238	\$101.1	2000 Measure B sales tax project
21456	I-580 auxiliary lane between Santa Rita Road and Airway Boulevard	\$11.6	2000 Measure B sales tax project
21457	I-580 interchange improvements at Castro Valley Road, Redwood Road, and Center Street in Castro Valley	\$10.7	2000 Measure B sales tax project
21473	Extend North Canyons Parkway westerly to Dublin Boulevard	\$10.0	100% locally funded
21474	I-580/North Livermore Avenue interchange improvements	\$25.0	100% locally funded
21475	I-580/First Street interchange improvements	\$20.0	100% locally funded
21476	Isabel Avenue/Route 84/I-580 interchange improvements: build second bridge to provide 6 lanes over I-580 (Phase 2)	\$25.0	100% locally funded; refer to Alameda County project #21105 for Phase 1
21477	I-580/Greenville Road interchange improvements	\$20.0	100% locally funded
21478	Extend Las Positas Road between First Street and Vasco Road	\$1.5	100% locally funded
21489	I-580/San Ramon Road/Foothill Road interchange improvements	\$3.9	100% locally funded
21490	I-580/Fallon Road/El Charro Road interchange improvements	\$8.4	100% locally funded
21492	Extend Scarlett Drive from Dublin Boulevard to Dougherty Road	\$5.8	2000 Measure B sales tax project
21493	I-580/I-680 Transportation Operations System (TOS)	\$0.6	
21570	Livermore Valley Center Parking Structure	\$8.5	
94029	Altamont Commuter Express (ACE) rail service operating and station/track improvements (4 round trips daily)	\$11.0	2000 Measure B sales tax project
94034	Widen Isabel Avenue to 4 lanes (along future Route 84 alignment) from I-580 south to Vallecitos Road and improvements along Route 84 through Pigeon Pass	\$105.2	2000 Measure B sales tax project and local funds; does not include new interchange at Route 84/I-580

RTP REFERENCE NUMBER	TRACK 1 PROJECT/PROGRAM	TOTAL PROJECT COSTS	EXISTING ¹ FUNDING	TRACK 1 ² FUNDS	NOTES
In millions of 2001 dollars					
ALAMEDA COUNTY-WIDE					
94001	Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see Committed projects)	\$24.7	\$0.0	\$24.7	
94002	Non-MTS streets and roads pavement rehabilitation shortfall (see Committed projects)	\$253.2	\$0.0	\$12.7	Remaining shortfall to be funded in Blueprint
94003	BART capital replacement program shortfall (see Committed projects – excludes seismic program)	\$195.6	\$0.0	\$195.6	County share based on population
94004	AC Transit capital program shortfall (see Committed projects)	\$165.8	\$0.0	\$165.8	County share based on service area population
98549	Transportation for Livable Communities – county program	\$29.3	\$0.0	\$29.3	County share of regional program for community development projects linked to transportation
98558	Surface Transportation Program planning funds for the county	\$9.7	\$0.0	\$9.7	
21145	Corridor Management Program: signal interconnect, transit priority, SMART corridors, and other improvements	\$47.0	\$0.0	\$47.0	
21137*	Bus acquisition for transbay, express, subscription or local service	\$17.0	\$0.0	\$17.0	Additional bus acquisition to be funded in Blueprint
21146	Express bus program (capital costs)	\$5.2	\$0.0	\$5.2	Operating subsidy funded through 2000 Measure B sales tax
21147	Ferry capital expansion and terminal improvements/relocation	\$24.6	\$14.6	\$10.0	
21129*	BART automatic fare collection equipment expansion	\$18.1	\$0.0	\$18.1	Additional improvements to be funded in Blueprint
21141*	Downtown Oakland intermodal transit center; focuses on streetscape improvements on Broadway	\$11.2	\$8.2	\$3.0	
21135*	Major corridor enhancements in northern Alameda County	\$3.0	\$0.0	\$3.0	Additional enhancements to be funded in Blueprint
21128	Pedestrian maintenance and safety improvements in northern Alameda County	\$4.0	\$0.0	\$4.0	Additional improvements to be funded in Blueprint
21148	Bicycle and pedestrian overcrossing access improvements in northern Alameda County	\$1.0	\$0.2	\$0.8	
98208	Soundwalls	\$10.0	\$0.0	\$10.0	
DELTA					
21139*	Vasco Road safety improvements (Alameda County portion only)	\$13.9	\$12.5	\$1.4	2000 Traffic Congestion Relief Program project

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* Denotes projects that will be completed and operational by 2010 for federal air quality conformity purposes.

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RTP REFERENCE NUMBER	TRACK 1 PROJECT/PROGRAM	TOTAL PROJECT COSTS	EXISTING ¹ FUNDING	TRACK 1 ² FUNDS	NOTES
In millions of 2001 dollars					
EASTSHORE – NORTH					
21119*	Extend Mandela Parkway (involves widening existing Yerba Buena Avenue from Horton Street to Hollis Street, and includes channelization and traffic signal improvements)	\$2.8	\$0.0	\$2.8	
21134*	Rapid Bus Transit (RBT) in San Pablo Avenue corridor	\$5.5	\$0.0	\$5.5	
21142*	Intermodal transit improvements at the Emeryville Amtrak Station (includes parking garage)	\$7.6	\$4.6	\$3.0	Remaining phases to be funded in Blueprint
21143	I-80/Ashby-Shellmound interchange modifications; involves construction of two roundabouts and a separate bike-pedestrian overcrossing	\$8.0	\$0.0	\$8.0	Remaining phases to be funded in Blueprint
21144*	I-80/Gilman Avenue interchange improvements (includes roundabouts)	\$1.5	\$0.0	\$1.5	
EASTSHORE – SOUTH					
21101*	Extend Tinker Avenue from Main Street to Webster Street/Constitution Way and construct College of Alameda Transit Center	\$17.0	\$13.0	\$4.0	
21103*	Construct Central Avenue 4-lane overpass at Union Pacific Railroad (environmental and design phases only)	\$0.6	\$0.0	\$0.6	
21107	42nd Avenue/High Street access improvements to I-880 in Oakland; includes widening and realignment of local streets, connector roads, and ramps near interchange	\$12.6	\$1.1	\$11.5	
21110*	Route 260 to I-880 connection improvements between Alameda and Oakland	\$2.0	\$0.3	\$1.7	
21111*	Capital Corridor mitigation for track work at Jack London Square	\$25.0	\$10.0	\$15.0	Assumes \$15 million in state ITIP funding
21117*	Realign Langley Street (access point for Oakland International Airport North Field; includes reconstruction of Route 61 (Doolittle Drive) and new traffic signal at Route 61/Langley Street	\$2.5	\$1.5	\$1.0	
21118*	MacArthur BART Station intermodal transit village (includes replacement parking)	\$100.0	\$75.0	\$25.0	Assumes \$10 million in state ITIP funding
21120*	Widen Marina Boulevard from Alvarado Boulevard to San Leandro Boulevard	\$1.6	\$0.0	\$1.6	
21121*	Widen Thornton Avenue from 2 lanes to 4 lanes between Gateway Boulevard and Hickory Street	\$4.0	\$2.0	\$2.0	
21122*	Widen and reconstruct Route 262/ Warren Avenue/ I-880 interchange and East Warren Avenue/UPRR grade separation	\$160.8	\$120.8	\$40.0	Assumes \$20 million in state ITIP funding
21124*	Widen Union City Boulevard from 4 lanes to 6 lanes from Paseo Padre in Fremont to Industrial Parkway in Hayward	\$10.0	\$8.0	\$2.0	

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RTP REFERENCE NUMBER	TRACK 1 PROJECT/PROGRAM	TOTAL PROJECT COSTS	EXISTING ¹ FUNDING	TRACK 1 ² FUNDS	NOTES
In millions of 2001 dollars					
EASTSHORE – SOUTH (continued)					
21131*	BART-Oakland International Airport connector	\$232.0	\$112.0	\$120.0	Assumes \$45 million in state ITIP funding
21136*	Rapid Bus Transit (RBT) in Oakland/Berkeley/San Leandro corridor (Phase 1)	\$151.2	\$23.2	\$128.0	Assumes \$111 million in federal discretionary Section 5309 bus funds
21138*	San Leandro BART Station transit village (Phase 1); includes parking structure, kiss-and-ride and bus improvements	\$10.9	\$0.0	\$10.9	Remaining phases to be funded in Blueprint
21140	Westbound I-580 to new Route 238 (Hayward Bypass) connection	\$8.8	\$0.0	\$8.8	
21495	Joint Intermodal Terminal – Port of Oakland access improvements (Phase 1)	\$42.0	\$12.0	\$30.0	Assumes \$30 million in state ITIP funding
94032	Route 238 (Hayward Bypass): 4-lane expressway from Harder to Industrial Parkway (Stages 2 and 3)	\$76.6	\$0.0	\$76.6	Stage 1 is fully funded as a 1986 Measure B sales tax project; however, project is currently under court and Caltrans review.
98207*	I-880/Broadway-Jackson interchange improvements (Phase 1)	\$24.5	\$14.0	\$10.5	
21357	Capitol Corridor Phase 1 expansion (for 16 daily round trips)	\$126.0	\$28.0	\$98.0	Assumes \$98 million in state ITIP funding
FREMONT – SOUTH BAY					
21114*	Rail grade separations at Washington Boulevard/Paseo Padre Parkway at Union Pacific Railroad in Fremont	\$59.5	\$52.0	\$7.5	
21123*	Union City Intermodal Station (Phase 2), includes 19 bus bays and a kiss-and-ride loop road	\$5.9	\$3.9	\$2.0	Remaining phases to be funded in Blueprint
21125*	Route 84 southbound HOV extension from Newark Boulevard to I-880	\$4.0	\$0.0	\$4.0	
21126*	Route 84 southbound HOV onramp from Newark Boulevard to existing Route 84 southbound HOV lane	\$3.3	\$0.0	\$3.3	
21132*	BART extension to Warm Springs	\$634.9	\$521.9	\$113.0	Assumes \$80 million in state ITIP funding; 2000 Traffic Congestion Relief Program project
94012*	Union City Intermodal Station access improvements (Phase 1); includes extending 11th Street and constructing at-grade parking and pedestrian grade separation	\$33.9	\$23.5	\$10.4	
SUNOL GATEWAY					
21112*	Crow Canyon safety improvements	\$4.3	\$0.9	\$3.4	Additional improvements to be funded in Blueprint
98139*	ACE station/track improvements in Alameda County	\$48.6	\$11.6	\$37.0	Assumes \$17 million in state ITIP funding

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RTP REFERENCE NUMBER	TRACK 1 PROJECT/PROGRAM	TOTAL PROJECT COSTS	EXISTING ¹ FUNDING	TRACK 1 ² FUNDS	NOTES
In millions of 2001 dollars					
TRANSBAY: SAN MATEO-HAYWARD AND DUMBARTON BRIDGES					
21149	Express bus services	\$4.0	\$0.0	\$4.0	
21194*	Dumbarton rail bridge rehabilitation (Alameda County share)	\$17.1	\$17.1	\$0.0	Alameda County share funded through 2000 Measure B sales tax; companion to Santa Clara County project #21792 and San Mateo County project #21618. Operating plan TBD by counties.
TRI-VALLEY					
21105*	Isabel Avenue/Route 84/I-580 partial interchange construction (Phase 1)	\$67.2	\$40.2	\$27.0	2000 Measure B sales tax project
21113*	Widen Dublin Boulevard from 4 lanes to 6 lanes from Village Parkway to Sierra Court	\$4.0	\$3.0	\$1.0	
21116*	Widen I-580 to add an HOV lane in each direction from west of Tassajara Road in Pleasanton to east of Vasco Road in Livermore (initial segment)	\$93.0	\$33.0	\$60.0	Assumes \$60 million in state ITIP funding
21130*	East Dublin/Pleasanton BART Station transit village; includes construction of parking structure	\$22.0	\$18.7	\$3.3	
21133*	New West Dublin/Pleasanton BART Station	\$43.0	\$34.2	\$8.8	
21151	LAVTA satellite maintenance/operations facility	\$18.0	\$14.0	\$4.0	
21885	BART/Tri-Valley Rail Extension (for right-of-way acquisition)	\$80.0	\$57.0	\$23.0	Assumes \$7 million from bridge tolls; remaining Track 1 commitments included in Regional Transit Expansion Program reserve funding (see Bay Area Region Projects – Track 1)
94024	Auto/truck separation lane at I-580/I-205 interchange	\$60.0	\$55.0	\$5.0	Assumes \$5 million in state ITIP funding

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¹ **Existing Funding** refers to funds that are committed or are considered to be reasonably available in the short term but which do not in themselves fully cover project costs. This category includes local funding from sales taxes, development impact fees and other sources, as well as already programmed state and federal funds.

² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in "Existing Funding").

RTP REFERENCE NUMBER	PROJECT/PROGRAM WITH COMMITTED FUNDING	TOTAL PROJECT COSTS	NOTES
		In millions of 2001 dollars	
CONTRA COSTA COUNTY-WIDE			
94553	Local streets and roads pavement maintenance (committed revenues shown)	\$515.2	Shortfall remains (see Track 1)
21855	Non-pavement maintenance (sidewalks, lighting, drainage, landscaping, etc.) (committed revenues shown)	\$429.3	Shortfall remains
21864	Local bridge maintenance (committed revenues shown)	\$92.0	Fully funded
94556	BART (Contra Costa County share) – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion except BART-to-SFO extension)	\$4,591.0	Federal, state and local funds (including transit fares) available directly to operator; capital shortfall remains (see Track 1)
94557	AC Transit (Contra Costa County) – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$829.2	Federal, state and local funds (including transit fares) available directly to operator; capital shortfalls remain (see Track 1)
94558	Central Contra Costa Transit Authority (CCCTA) – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$741.9	Federal, state and local funds (including transit fares) available directly to operator
94559	WestCAT and Tri Delta – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$465.3	Federal, state and local funds (including transit fares) available directly to operator
94561	Transit service for elderly and disabled riders	\$32.4	Measure C sales tax project
94562	Local street maintenance and improvements; carpools, vanpools, and park-and-ride lots	\$210.9	Measure C sales tax project
98629	BART Advanced Automatic Train Control System (county share)	\$12.5	
94049	Bicycle and pedestrian projects	\$31.4	Funds are from Transportation Development Act (TDA) Article 3, Bicycle Transportation Account, local TEA 21 Enhancement funds, and local sales tax funds.
DELTA			
21213	Pittsburg/Bay Point BART Station parking & lighting improvements (400 new spaces)	\$2.6	
21214	Widen Wilbur Avenue from 2 lanes to 4 lanes from Burlington Northern Santa Fe Railroad to Route 160	\$8.5	
21215	Widen Lone Tree Way to 6 lanes from Route 4 Bypass to Fairview Avenue in Brentwood	\$6.0	
21216	Extend Laurel Road from Route 4 Bypass to Laurel Road East	\$8.0	
21440	Regional Express Bus Program: Brentwood to Pittsburg/Bay Point BART Station	\$1.7	2000 Traffic Congestion Relief Program project
21445	Regional Express Bus Program: Route 4/Del Norte BART Station to Martinez Intermodal Station	\$1.2	2000 Traffic Congestion Relief Program project
94531	Widen Route 4 to 6 mixed flow lanes and 2 HOV lanes from Bailey Road to Railroad Avenue and restripe from Route 242 to Bailey Avenue for HOV lanes	\$28.0	Measure C sales tax project; project is under construction and expected to be operational by August 2001
94538	Route 4 transportation management system	\$0.7	

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RTP REFERENCE NUMBER	PROJECT/PROGRAM WITH COMMITTED FUNDING	TOTAL PROJECT COSTS	NOTES
		In millions of 2001 dollars	
DELTA (continued)			
96022	Route 4 Bypass, Phase 1: construct a 4-lane facility from Route 4 to Lone Tree Way and a 2-lane facility from Lone Tree Way to Walnut Boulevard, upgrade Marsh Creek Road and construct a partial freeway-to-freeway interchange 1 mile east of Hillcrest Avenue on Route 4 and partial interchange at Lone Tree Way	\$75.0	Funded through local housing fees
98104	Route 4/Railroad Avenue and Loveridge Road interchange improvements and highway widening from Railroad Avenue to Hillcrest Avenue (6 mixed-flow lanes and 2 HOV lanes between Railroad Avenue and Loveridge Road)	\$84.0	
98115	Widen Ygnacio Valley/Kirker Pass roads from 4 lanes to 6 lanes from Michigan Boulevard to Cowell Road	\$6.0	Other funds from the city of Concord
98190	Widen Route 4 to a 4-lane expressway from I-80 to Cummings Skyway (Phase 1)	\$80.4	In Phase 2, expressway will be upgraded to full freeway standards (see Contra Costa County project #94050).
98193	Extend Panoramic Drive from North Concord BART Station to Willow Pass Road	\$10.0	100% locally funded
98220	Route 4 Bypass, Segment 1: complete interchanges at Laurel Road and Lone Tree Way	\$10.0	Funded through East Contra Costa Regional Fee and Financing Authority
98221	Route 4 Bypass, Segment 2: widen to 4 lanes from Lone Tree Way to Balfour Road	\$12.0	Funded through East Contra Costa Regional Fee and Financing Authority
DIABLO			
21434	Regional Express Bus Program: I-680/Martinez to San Ramon	\$4.9	2000 Traffic Congestion Relief Program project
94054	Martinez Intermodal Terminal Facility (Phases 1 and 2); includes construction of a new passenger rail station, bus facilities and parking	\$31.3	
94532	Gateway Lamorinda traffic program	\$14.8	Measure C sales tax project
98127	I-680/Alcosta Boulevard interchange improvements	\$11.8	Other funds from South County and Tri-Valley transportation development fees
98132	Widen and extend Bollinger Canyon Road (6 lanes) from Alcosta Boulevard to Dougherty Road	\$4.4	Other funds from developer fees
98134	Widen Dougherty Road to 6 lanes from Red Willow to Contra Costa County line	\$45.0	
98135	Construct Windermere Parkway: 4 lanes from Bollinger Canyon Road extension to East Branch	\$14.0	Fully funded through developer fees
98136	Construct East Branch: 4 lanes from Bollinger Canyon Road extension to Camino Tassajara	\$14.0	Fully funded through developer fees
EASTSHORE-NORTH			
21430	Regional Express Bus Program: I-80/Richmond Transbay	\$2.8	2000 Traffic Congestion Relief Program project
94555	Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento, and 7 round trips daily between San Jose and Oakland)	\$66.0	Effective October 2001
TRANSBAY: RICHMOND-SAN RAFAEL BRIDGE			
21432	Regional Express Bus Program: I-80/Richmond Transbay	\$5.2	2000 Traffic Congestion Relief Program project

RTP REFERENCE NUMBER	TRACK 1 PROJECT/PROGRAM [†]	TOTAL PROJECT COSTS	EXISTING ¹ FUNDING	TRACK 1 ² FUNDS	NOTES
In millions of 2001 dollars					
CONTRA COSTA COUNTY-WIDE					
94036	Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see committed projects)	\$15.6	\$0.0	\$15.6	
94037	Non-MTS streets and roads pavement rehabilitation of shortfall (see Committed projects)	\$150.4	\$0.0	\$7.5	Remaining shortfall to be funded in Blueprint
94038	AC Transit capital program shortfall (see Committed projects)	\$22.6	\$0.0	\$22.6	County share based on service area and population
94040	BART capital program shortfall (see Committed projects – excludes seismic program)	\$125.6	\$0.0	\$125.6	County share based on population
98550	Transportation for Livable Communities – county program	\$20.3	\$0.0	\$20.3	County share of regional program for community development projects linked to transportation
98559	Surface Transportation Program (STP) planning funds for the county	\$6.7	\$0.0	\$6.7	
21201	BART system operations and capacity improvements (Eastshore-North, Diablo and Delta corridors)	\$17.0	\$0.0	\$17.0	
21203*	Express bus acquisition for commuter bus service	\$6.0	\$0.0	\$6.0	
21204	Ancillary park-and-ride, transit access, express bus enhancements – capital facilities	\$6.0	\$0.0	\$6.0	
21202	Bicycle and pedestrian projects	\$20.0	\$0.0	\$20.0	
DELTA					
21211	BART/East Contra Costa rail extension (right-of-way acquisition)	\$95.0	\$33.0	\$62.0	Track 1 assumes \$42 million from bridge tolls; remaining Track 1 commitments included in Regional Transit Expansion Program reserve funding (see Bay Area Region Projects – Track 1)
21212*	Widen eastbound Hillcrest Avenue offramp from 1 lane to 2 lanes and add a Route 4 eastbound auxiliary lane in Antioch	\$2.5	\$0.0	\$2.5	
94046	Non-capacity increasing improvements to interchanges and parallel arterials to Route 4	\$8.0	\$0.0	\$8.0	
94050	Upgrade Route 4 to full freeway from I-80 to Cummings Skyway (Phase 2)	\$40.0	\$0.0	\$40.0	See Contra Costa County project #98190 for Phase 1
98142*	Widen Route 4 from 4 lanes to 8 lanes from Loveridge Road to Somersville Road with HOV lanes	\$70.0	\$40.0	\$30.0	
98999*	Widen Route 4 from 4 lanes to 6 lanes from Somersville Road to Route 160 with reversible HOV lane in median (interim project)	\$130.0	\$65.0	\$65.0	
98222	Route 4 Bypass, Segment 1: Route 160 freeway-to-freeway connectors to and from the north	\$12.0	\$6.0	\$6.0	
98198*	Vasco Road safety improvements (includes Alameda County portion)	\$13.0	\$10.5	\$2.5	Scope to be determined by study to be conducted by Contra Costa Transportation Authority and Alameda County Congestion Management Agency

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* Denotes projects that will be completed and operational by 2010 for federal air quality conformity purposes.

[†] Contra Costa Transportation Authority has agreed to dedicate local air district funds for its share of the Regional Rideshare Program.¹ **Existing Funding** refers to funds that are committed or are considered to be reasonably available in the short term but which do not in themselves fully cover project costs. This category includes local funding from sales taxes, development impact fees and other sources, as well as already programmed state and federal funds.² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in “Existing Funding”).

RTP REFERENCE NUMBER	TRACK 1 PROJECT/PROGRAM [†]	TOTAL PROJECT COSTS	EXISTING ¹ FUNDING	TRACK 1 ² FUNDS	NOTES
In millions of 2001 dollars					
DIABLO					
21205*	I-680/Route 4 interchange freeway-to-freeway direct connectors (Phases 1 and 2): eastbound Route 4 to southbound I-680, and northbound I-680 to westbound Route 4	\$50.0	\$5.0	\$45.0	
21206	Caldecott Tunnel fourth bore	\$185.0	\$36.0	\$149.0	Assumes \$129 million in state ITIP funding
21207*	Martinez Intermodal Terminal Facility (Phase 3 initial segment): 200 interim parking spaces (includes site acquisition, demolition and construction)	\$6.0	\$0.0	\$6.0	Phases 1 and 2 are fully funded; assumes \$4 million in State ITIP funding; remaining phases (ferry facilities, auto/pedestrian bridges) in Blueprint
94051*	I-680 auxiliary lane from Bollinger Canyon Road to Diablo Road in San Ramon and Danville	\$47.5	\$22.4	\$25.1	Measure C sales tax project (partial funding); Phase 1 (Diablo Road to Sycamore Valley Road) funded in State Transportation Improvement Program
94052*	I-680 HOV lanes from Marina Vista interchange to North Main Street (southbound) and from Route 242 northbound to the Marina Vista interchange	\$54.5	\$45.2	\$9.3	Measure C sales tax project
98126	Non-capacity increasing improvements to interchanges and parallel arterials to I-680 and Route 24	\$8.0	\$0.0	\$8.0	
98130*	Widen Alhambra Avenue from Route 4 to McAlvey Drive (Phases 2 and 3)	\$12.8	\$0.0	\$12.8	
98133*	Widen Pacheco Boulevard from 2 lanes to 4 lanes from Blum Road to Arthur Road	\$8.3	\$2.8	\$5.5	Other funds from Tosco refinery to mitigate closure of Solano Way
98194*	Extend Commerce Avenue to Willow Pass Road	\$4.7	\$2.1	\$2.6	
98196*	Route 24 eastbound auxiliary lanes from Gateway Boulevard to Brookwood Road/Moraga Way in Orinda	\$6.0	\$1.5	\$4.5	
EASTSHORE-NORTH					
21208*	Richmond Parkway Transit Center (Phase 1): includes signal reconfiguration/timing, new 700–800 space parking facility, and security improvements at Hilltop park-and-ride lot	\$15.0	\$0.0	\$15.0	Assumes \$6 million in state ITIP funding
21209*	Hercules Transit Center relocation and expansion	\$6.0	\$4.0	\$2.0	
21210*	Capitol Corridor train station in Hercules	\$9.0	\$3.0	\$6.0	2000 Traffic Congestion Relief Program project
94045*	New express buses for I-80 HOV service (capital costs)	\$16.9	\$0.0	\$16.9	Needs operating funds
94047	Extend I-80 westbound HOV lane from north of Cummings Skyway to Route 4	\$30.0	\$0.0	\$30.0	Assumes \$25 million in state ITIP funding
94048	Non-capacity increasing improvements to interchanges and parallel arterials to I-80	\$10.8	\$0.0	\$10.8	
98157*	AC Transit enhanced bus service in San Pablo Avenue corridor in Contra Costa County: new passenger stations, roadway geometric improvements, information kiosks	\$8.5	\$0.0	\$8.5	Needs operating funds for more frequent service
98197*	Richmond intermodal transfer station (BART to Amtrak/Capitol Corridor)	\$23.6	\$17.8	\$5.7	

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² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in "Existing Funding").

RTP REFERENCE NUMBER	PROJECT/PROGRAM WITH COMMITTED FUNDING	TOTAL PROJECT COSTS	NOTES
		In millions of 2001 dollars	
MARIN COUNTY-WIDE			
98511	Local streets and roads pavement maintenance (committed revenues shown)	\$75.0	Shortfall remains (see Track 1)
21856	Non-pavement maintenance (sidewalks, lighting, drainage, landscaping, etc.) (committed revenues shown)	\$222.8	Shortfall remains (see Track 1)
21865	Local bridge maintenance (committed revenues shown)	\$14.6	Shortfall remains (see Track 1)
94572	Golden Gate Transit (Marin County share) – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include expansion)	\$1,680.7	Federal, state and local funds (including transit fares) available directly to operator; capital shortfall remains (see Track 1)
94063	Bicycle and pedestrian projects	\$8.1	Funds are from Transportation Development Act (TDA) Article 3, Bicycle Transportation Account, and local TEA 21 Enhancement funds.
GOLDEN GATE			
21887	Tennessee Valley (Coyote Creek) Bridge replacement	\$0.8	Funded as TEA 21 demonstration project
21888	Redwood Landfill overcrossing	\$3.5	100% locally funded
21889	Regional Express Bus Program: US 101/Santa Rosa to San Rafael/San Francisco	\$0.4	2000 Traffic Congestion Relief Program project
94563	US 101 HOV lanes from North San Pedro Road to Lucky Drive in San Rafael	\$78.9	
94566	US 101/Lucas Valley Road interchange improvements in San Rafael	\$0.5	100% locally funded; later phases in Marin County project #21306 and Blueprint
98182	Sir Francis Drake Boulevard improvements	\$3.5	
98200	Sonoma-Marin Rail station site acquisitions/upgrades	\$0.6	Funding is from federal earmarks for multi-modal stations; cost identified represents only right-of-way acquisition costs.

RTP REFERENCE NUMBER	TRACK 1 PROJECT/PROGRAM	TOTAL PROJECT COSTS	EXISTING ¹ FUNDING	TRACK 1 ² FUNDS	NOTES
In millions of 2001 dollars					
MARIN COUNTY-WIDE					
94055	Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall	\$11.6	\$0.0	\$11.6	
94056	Non-MTS streets and roads pavement rehabilitation shortfall (see Committed projects)	\$63.4	\$0.0	\$31.9	Remaining shortfall to be funded in Blueprint
98504	Local streets and roads non-pavement maintenance shortfall (see Committed projects)	\$129.9	\$0.0	\$1.3	Remaining shortfall to be funded in Blueprint
98525	Seismic retrofit and upgrade of local bridges and overpasses shortfall	\$3.2	\$0.0	\$3.2	
21301	Golden Gate Transit capital program shortfall (see Committed projects)	\$113.7	\$0.0	\$113.7	
98551	Transportation for Livable Communities – county program	\$5.0	\$0.0	\$5.0	County share of regional program for community development projects linked to transportation
98560	Surface Transportation Program planning funds for the county	\$1.6	\$0.0	\$1.6	
21322	Travel Demand Management Program	\$2.5	\$0.0	\$2.5	
21302	Bicycle and pedestrian projects (from Countywide Master Plan)	\$2.4	\$0.0	\$2.4	Additional projects to be funded in Blueprint
GOLDEN GATE					
21303	Local Marin bus service enhancements (capital only)	\$41.9	\$10.0	\$31.9	Additional enhancements to be funded in Blueprint
21304*	Freeway-to-freeway interchange improvements; includes new bridge West I-580 to South US 101 and new lane West I-580 to North US 101 to 2nd Avenue	\$8.3	\$0.0	\$8.3	Assumes \$5 million in state ITIP funding; remaining phases to be funded in Blueprint
21305*	US 101/Tamalpais interchange improvements	\$0.3	\$0.0	\$0.3	Remaining phases to be funded in Blueprint
21306*	US 101/Lucas Valley Road interchange improvements	\$4.0	\$3.0	\$1.0	Remaining phases to be funded in Blueprint
21307*	US 101/Atherton interchange improvements: signalize Atherton Avenue/Binford Road intersection	\$0.6	\$0.3	\$0.3	Initial phase in Marin County project #94566; remaining phases to be funded in Blueprint
21308*	Expand Manzanita park-and-ride lot	\$10.7	\$4.7	\$6.0	Assumes \$5 million in state ITIP funding; remaining phases to be funded in Blueprint
98154	Widen US 101 from 4 lanes to 6 lanes (including 2 HOV lanes) from Route 37 to the Sonoma County line and convert some portions from expressway to freeway	\$117.4	\$17.4	\$100.0	Between Atherton Avenue and Route 37, project widens US 101 from 6 to 8 lanes; assumes \$90 million in state ITIP funding; companion to Sonoma County project #98147
98178*	US 101/Sir Francis Drake Boulevard improvements (environmental study only)	\$1.8	\$0.0	\$1.8	Remaining phases to be funded in Blueprint
98179*	US 101/Tiburon Boulevard interchange improvements: widen southbound offramp	\$1.8	\$0.8	\$1.0	Remaining phases to be funded in Blueprint
NORTH BAY EAST-WEST					
98146	Route 37 traveler information system	\$0.3	\$0.0	\$0.3	Improvements identified in the North Bay Corridor Study

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² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in “Existing Funding”).

RTP REFERENCE NUMBER	PROJECT/PROGRAM WITH COMMITTED FUNDING	TOTAL PROJECT COSTS	NOTES
		In millions of 2001 dollars	
NAPA COUNTY-WIDE			
94576	Local streets and roads pavement maintenance (committed revenues shown)	\$116.9	Shortfall remains (see Track 1)
21857	Non-pavement maintenance (sidewalk, lighting, drainage, landscaping, etc. – committed revenues shown)	\$137.8	Shortfall remains
21871	Local bridge maintenance (committed revenues shown)	\$20.6	Shortfall remains
94578	Napa County Transit – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$159.2	Federal, state and local funds (including transit fares) available directly to operator
94067	Traffic Operations System improvements in Napa Valley	\$0.5	
94077	Bicycle and pedestrian projects	\$4.3	Funds are from Transportation Development Act Article 3, Bicycle Transportation Account, and local TEA 21 Enhancement funds.
NAPA VALLEY			
21419	Ancillary park-and-ride, intermodal facilities, transit access, express bus enhancements — capital facilities	\$6.0	
94070	Transit Service Center in the city of Napa and operational improvements for existing transit programs	\$2.0	
94071	Replace Napa River (Maxwell) Bridge and widen from 2 lanes to 4 lanes on Route 121 over the Napa River in the city of Napa	\$29.0	
94076	Trancas intermodal facility in the city of Napa	\$0.8	Environmental studies under way
94575	Route 29: Redwood/Trancas Road interchange construction	\$53.0	

RTP REFERENCE NUMBER	TRACK 1 PROJECT/PROGRAM	TOTAL PROJECT COSTS	EXISTING ¹ FUNDING	TRACK 1 ² FUNDS	NOTES
In millions of 2001 dollars					
NAPA COUNTY-WIDE					
94064	Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see Committed projects)	\$8.4	\$0.0	\$8.4	Fully funded
94065	Non-MTS streets and roads pavement rehabilitation shortfall (see Committed projects)	\$95.8	\$0.0	\$18.5	Remaining shortfall to be funded in Blueprint
98552	Transportation for Livable Communities — county program	\$2.9	\$0.0	\$2.9	County share of regional program for community development projects linked to transportation
98561	Surface Transportation Program planning funds for the county	\$1.0	\$0.0	\$1.0	
NAPA VALLEY					
21402	Napa-to-Fairfield fixed-route transit (capital costs)	\$1.8	\$0.0	\$1.8	Operating funds from existing sources
21403	Non-capacity increasing operational improvements to MTS and non-MTS streets and roads network in Napa Valley	\$4.5	\$0.0	\$4.5	
94072	Widen First Street overcrossing on Route 29 from 2 lanes to 4 lanes in the city of Napa	\$3.3	\$0.0	\$3.3	
NORTH BAY EAST-WEST					
21401	Route 29/12/121 (Stanly Ranch) intersection improvements	\$11.0	\$0.0	\$11.0	
94073*	Route 12/29/221 (Soscol Avenue) intersection improvements	\$19.9	\$2.1	\$17.8	
94074	Widen Route 12 (Jameson Canyon) from I-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes (Napa County portion of project)	\$41.6	\$2.8	\$38.8	Assumes \$28.8 million in state ITIP funding; companion to Solano County project #94152.
94075*	Route 12/29 (Airport Road) grade separation	\$28.4	\$1.5	\$26.9	

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² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in "Existing Funding").

RTP REFERENCE NUMBER	PROJECT/PROGRAM WITH COMMITTED FUNDING	TOTAL PROJECT COSTS	NOTES
		In millions of 2001 dollars	
	SAN FRANCISCO COUNTY-WIDE		
94627	Local streets and roads pavement maintenance (committed revenues shown – includes sales tax revenues from San Francisco County project #94623)	\$198.3	Shortfall remains (see Track 1)
21858	Non-pavement maintenance (sidewalk, lighting, drainage, landscaping, etc. – committed revenues shown)	\$151.4	Shortfall remains
21866	Local bridge maintenance (committed revenues shown)	\$34.7	Fully funded
94635	BART (San Francisco County share) – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion except BART-to-SFO extension)	\$3,982.0	Federal, state and local funds (including transit fares) available directly to operator; capital shortfall remains (see Track 1)
94636	San Francisco Municipal Railway – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$14,418.7	Federal, state and local funds (including transit fares) available directly to operator; capital and operating shortfalls remain (see Track 1)
21350	Remove US 101 Central Freeway structure	\$11.7	Funded by State Highway Operation and Protection Program (SHOPP)
94621	US 101 Central Freeway reconstruction due to earthquake damage	\$100.0	Assumed funding from the State Highway Operation and Protection Program and land parcel sales
94625	Bernal Heights street system upgrade	\$7.0	Sales tax project
94632	Third Street light-rail transit extension to Bayview Hunters Point (initial operating segment)	\$530.0	Under construction
94637	Expansion of paratransit door-to-door van and taxi service to comply with Americans With Disabilities Act (ADA)	\$61.0	Sales tax project
94623	Street resurfacing and reconstruction	\$73.4	Sales tax project
94624	Traffic signals and signs	\$67.0	Sales tax project
98593	Integrated Traffic Management System	\$7.0	
94639	Ridesharing and transit promotion	\$6.0	Sales tax project
98630	BART Advanced Automatic Train Control System (county share)	\$8.0	
94090	Bicycle and pedestrian projects	\$25.8	Funds are from Transportation Development Act Article 3, Bicycle Transportation Account, local TEA 21 Enhancement funds, and sales tax funds.
21422	Design and engineering study for Treasure Island ferry terminal	\$1.5	
21549	South Basin Bridge (environmental study only)	\$9.4	Full amount of TEA 21 earmark
21573	Muni F-Embarcadero extension	\$14.4	

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RTP REFERENCE NUMBER	PROJECT/PROGRAM WITH COMMITTED FUNDING	TOTAL PROJECT COSTS	NOTES
		In millions of 2001 dollars	
GOLDEN GATE			
21353	Golden Gate Transit (San Francisco County share) – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include expansion)	\$152.8	Federal, state and local funds (including transit fares) available directly to operators; capital shortfall remains (see Track 1)
21890	Regional Express Bus Program: US 101/Santa Rosa to San Rafael/San Francisco	\$0.2	2000 Traffic Congestion Relief Program project
98102	Doyle Drive environmental study	\$10.2	Funded by federal Section 204 funds
PENINSULA			
21537	Caltrain Express service between San Francisco and San Jose, includes passing tracks and rolling stock (Phase 1) (San Francisco County portion only)	\$42.3	Fully funded through 2000 Traffic Congestion Relief Program; cost of project divided equally among the three Joint Powers Board counties (San Francisco, San Mateo and Santa Clara)
94634	Caltrain (San Francisco County share) transit operating and capital improvement program (including replacement, rehabilitation, and system enhancements for rolling stock, equipment, fixed facilities and other capital assets). Station improvements (e.g., platforms) are included.	\$799.5	Federal, state and local funds (including transit fares) available directly to operator; revenues divided equally among the three Joint Powers Board counties; capital shortfall remains (see Track 1)

RTP REFERENCE NUMBER	TRACK 1 PROJECT/PROGRAM	TOTAL PROJECT COSTS	EXISTING ¹ FUNDING	TRACK 1 ² FUNDS	NOTES
In millions of 2001 dollars					
SAN FRANCISCO COUNTY-WIDE					
94078	Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see Committed projects)	\$21.9	\$0.0	\$21.9	
21548	Non-MTS streets and roads pavement rehabilitation shortfall	\$124.1	\$0.0	\$4.0	Remaining shortfall to be funded in Blueprint
21505	Local bridge seismic work	\$5.0	\$0.0	\$5.0	
94079	BART capital replacement program shortfall (see Committed projects – excludes seismic program)	\$108.9	\$0.0	\$108.9	County share based on population
94080	Muni capital replacement program shortfall (see Committed projects)	\$100.1	\$0.0	\$100.1	
98553	Transportation for Livable Communities – county program	\$13.3	\$0.0	\$13.3	County share of regional program for community development projects linked to transportation
98562	Surface Transportation Program planning funds for the county	\$4.4	\$0.0	\$4.4	
GOLDEN GATE					
94089*	Doyle Drive replacement – US 101 south of the Golden Gate Bridge	\$420.0	\$324.0	\$96.0	Track 1 assumes \$28.0 million in state ITIP funding and \$60 million in Federal Public Lands Highway funding. “Existing Funding” includes a San Francisco general fund commitment of \$60 million that would be replaced with local sales tax funds if a rollover of San Francisco’s sales tax measure is approved.
21354	Golden Gate Transit (San Francisco County share) capital replacement program shortfall (see Committed projects)	\$10.3	\$0.0	\$10.3	
PENINSULA					
21342	Caltrain Downtown Extension/Transbay Terminal Replacement	\$1,885.0	\$1,600.0	\$285.0	Reflects total costs and revenues. “Existing Funding” assumes \$27 million in local sales tax funding from San Mateo County; Track 1 assumes \$23 million from San Francisco (San Francisco will explore contributions from other counties benefiting from extension/terminal), \$203 million from bridge tolls and \$59 million from ITIP
21509*	Caltrain electrification from San Francisco to Gilroy	\$602.0	\$440.0	\$162.0	Reflects total costs and revenues; Track 1 assumes at least \$47 million from San Francisco, \$65 million in ITIP and \$50 million in CARB/AB 434 funds; final distribution of revenues among the JPB counties, subject to negotiation by the JPB
94085	Caltrain capital replacement program shortfall (San Francisco County share)	\$47.9	\$0.0	\$47.9	Cost of project divided equally among the three Joint Powers Board counties

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RTP REFERENCE NUMBER	TRACK 1 PROJECT/PROGRAM	TOTAL PROJECT COSTS	EXISTING ¹ FUNDING	TRACK 1 ² FUNDS	NOTES
In millions of 2001 dollars					
SAN FRANCISCO					
21501	Bicycle projects and programs	\$4.0	\$0.0	\$4.0	
21502	Pedestrian projects and programs	\$4.0	\$0.0	\$4.0	
21503	Traffic calming	\$4.0	\$0.0	\$4.0	
21504	Traffic signals and signs	\$2.0	\$0.0	\$2.0	
21506*	Integrated Traffic Management System	\$4.0	\$0.0	\$4.0	
21507	Transit enhancements	\$8.0	\$0.0	\$8.0	
21508	Bus Rapid Transit Program	\$26.0	\$0.0	\$26.0	
21510*	Third Street light-rail transit extension to Chinatown (Central Subway)	\$647.0	\$140.0	\$507.0	Assumes \$432 million from federal discretionary Section 5309 New Starts funding; 2000 Traffic Congestion Relief Program project
21544*	Balboa Park BART Station expansion (planning phase only)	\$2.4	\$0.4	\$2.0	Assumes \$2 million in state ITIP funding; 2000 Traffic Congestion Relief Program project

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² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in "Existing Funding").

RTP REFERENCE NUMBER	PROJECT/PROGRAM WITH COMMITTED FUNDING	TOTAL PROJECT COSTS	NOTES
		In millions of 2001 dollars	
SAN MATEO COUNTY-WIDE			
94662	Local streets and roads pavement maintenance (committed revenues shown)	\$359.5	Shortfall remains (see Track 1)
21859	Non-pavement maintenance (sidewalk, lighting, drainage, landscaping, etc. – committed revenues shown)	\$350.3	Shortfall remains
21867	Local bridge maintenance (committed revenues shown)	\$46.3	Shortfall remains
94666	SamTrans – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$2,894.1	Federal, state and local funds (including transit fares) available directly to operator
94667	SamTrans Americans With Disabilities (ADA) services	\$737.7	Measure A sales tax project
98631	BART Advanced Automatic Train Control System (county share)	\$4.2	
94101	Bicycle and pedestrian projects	\$27.1	Funds are from Transportation Development Act Article 3, Bicycle Transportation Account, and local TEA 21 Enhancement funds.
PENINSULA			
21876	BART (San Mateo County share) – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion except BART-to-SFO extension)	\$1,528.6	Federal, state and local funds (including transit fares) available directly to operator; capital shortfall remains (see Track 1)
21336	Widen Airport Boulevard from 2 lanes to 4 lanes	\$2.6	
21337	Widen Airport Boulevard bridge (14-foot widening of existing bridge structure)	\$0.9	
21340	Extend Hickey Boulevard to construct 2-lane road between Mission Road and Hillside Boulevard in Colma	\$1.9	
21349	US 101 interchange improvements and ramp metering at Ralston Avenue, Hillsdale Boulevard, and Millbrae Avenue	\$14.4	
21351	Widen John Daly overcrossing at junction I-280 and Route 1	\$2.8	
21352	Replace San Pedro Creek Bridge and road approaches	\$1.5	
21439	Regional Express Bus Program: Route 82/El Camino Express, Daly City BART Station to Palo Alto	\$4.9	2000 Traffic Congestion Relief Program project
21574	San Mateo Downtown Transit Center	\$6.9	
21605	US 101/Oyster Point Boulevard interchange improvements (Phases 2 and 3)	\$40.0	
21609	I-280/I-380 local access improvements	\$5.0	
21617	Caltrain Express service between San Francisco and San Jose; includes passing tracks and rolling stock (Phase 1)	\$42.3	Fully funded through 2000 Traffic Congestion Relief Program; cost of project divided equally among the three Joint Powers Board counties (San Francisco, San Mateo and Santa Clara).
21622	Caltrain local station improvements	\$63.2	

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RTP REFERENCE NUMBER	PROJECT/PROGRAM WITH COMMITTED FUNDING	TOTAL PROJECT COSTS	NOTES
		In millions of 2001 dollars	
	PENINSULA (continued)		
21626	Caltrain grade separations (to be determined)	\$113.0	
21892	Widen Route 84 from 4 lanes to 6 lanes from El Camino Real to Broadway	\$7.5	
21893	Route 92 between Half Moon Bay city limits and Pilarcitos Creek alignment and shoulder improvements	\$2.6	
21897	Modify and interconnect existing traffic signals from Davey Glen Road to 41st Avenue and 31st Avenue to Millbrae	\$5.8	Funded by State Highway Operation and Protection Program (SHOPP)
94100	US 101 auxiliary lanes from Marsh Road to Route 92	\$59.9	Measure A sales tax project
94105	BART-to-San Francisco International Airport (SFO) extension	\$1,482.4	Project is under construction.
94643	Widen Route 92 between Route 1 and Half Moon Bay city limits	\$16.6	Includes adding eastbound and westbound lanes.
94644	Route 92 westbound slow vehicle lane between Route 35 and I-280	\$32.0	
94656	Upgrade Route 1 (Devil's Slide Tunnel)	\$150.0	To be funded through federal Emergency Relief funds.
94664	Caltrain (San Mateo County share) transit operating and capital improvement program (including replacement, rehabilitation, and system enhancements for rolling stock, equipment, fixed facilities and other capital assets). Station improvements (e.g., platforms) are included.	\$799.5	Federal, state and local funds (including transit fares) available directly to operator; revenues divided equally among the three Joint Powers Board counties; capital shortfall remains (see Track 1)
98204	Construct Route 1 northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica	\$6.5	

RTP REFERENCE NUMBER	TRACK 1 PROJECT/PROGRAM	TOTAL PROJECT COSTS	EXISTING ¹ FUNDING	TRACK 1 ² FUNDS	NOTES
In millions of 2001 dollars					
SAN MATEO COUNTY-WIDE					
94093	Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see Committed projects)	\$8.8	\$0.0	\$8.8	
98501	Non-MTS streets and roads pavement rehabilitation shortfall	\$107.3	\$0.0	\$88.0	Remaining shortfall to be funded in Blueprint
98554	Transportation for Livable Communities – county program	\$13.1	\$0.0	\$13.1	County share of regional program for community development projects linked to transportation
98563	Surface Transportation Program planning funds for the county	\$8.8	\$0.0	\$8.8	
21624	Transit-Oriented Development Incentives Program	\$31.3	\$0.0	\$31.3	
PENINSULA					
21343	Caltrain Downtown Extension/Transbay Terminal Replacement	\$1,885.0	\$1,600.0	\$285.0	Reflects total costs & revenues. “Existing Funding” assumes \$27 million in local sales tax funding from San Mateo County; Track 1 assumes \$23 million from San Francisco (San Francisco will explore contributions from other counties benefiting from extensions/terminal), \$203 million from bridge tolls and \$59 million from ITIP
21602*	US 101/Broadway interchange reconstruction	\$57.5	\$15.0	\$42.5	
21603*	US 101/Woodside Road interchange improvements	\$67.0	\$7.0	\$60.0	
21604	US 101 auxiliary lanes from Sierra Point to San Francisco County line	\$3.3	\$1.7	\$1.6	
21606*	US 101/Willow Road interchange reconstruction	\$24.5	\$12.5	\$12.0	
21607*	US 101/University Avenue interchange reconstruction	\$35.3	\$3.0	\$32.3	
21608*	US 101 auxiliary lanes from Marsh Road to Santa Clara County line	\$32.6	\$16.6	\$16.0	
21610*	US 101 auxiliary lanes from San Bruno Avenue to Grand Avenue	\$12.3	\$6.3	\$6.0	
21627*	Caltrain electrification from San Francisco to Gilroy	\$602.0	\$440.0	\$162.0	Reflects total costs and revenues; Track 1 assumes at least \$47 million from San Francisco, \$65 million in ITIP and \$50 million in CARB/AB 434 funds; final distribution of revenues among the JPB counties subject to negotiation by the JPB

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² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in “Existing Funding”).

RTP REFERENCE NUMBER	TRACK 1 PROJECT/PROGRAM	TOTAL PROJECT COSTS	EXISTING ¹ FUNDING	TRACK 1 ² FUNDS	NOTES
In millions of 2001 dollars					
PENINSULA (continued)					
21632	Route 92 from US 101 to I-280: add westbound passing lane	\$81.6	\$0.0	\$81.6	
98176*	US 101 auxiliary lanes from Third Avenue to Millbrae and US 101/Peninsula Avenue interchange reconstruction	\$87.0	\$60.9	\$26.1	Assumes \$15 million in state ITIP funding
98567	BART capital program shortfall – see Committed projects (excludes seismic program and replacement of rehabilitated A/B cars)	\$41.8	\$0.0	\$41.8	County share based on population
98568	Caltrain capital replacement program shortfall (San Mateo County share) – see Committed projects	\$47.9	\$26.0	\$21.9	Cost of project divided equally among the three Joint Powers Board counties; local funding commitment from county transportation sales tax measure consistent with Countywide Plan.
TRANSBAY: SAN MATEO-HAYWARD AND DUMBARTON BRIDGES					
21618*	Dumbarton rail bridge rehabilitation (San Mateo County share)	\$71.9	\$60.0	\$11.9	Assumes \$11.9 million in state ITIP funding; San Mateo share funded through Measure A; companion to Alameda County project #21194 and Santa Clara County project #21792. Operating plan TBD by counties.

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² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in “Existing Funding”).

RTP REFERENCE NUMBER	PROJECT/PROGRAM WITH COMMITTED FUNDING	TOTAL PROJECT COSTS	NOTES
		In millions of 2001 dollars	
SANTA CLARA COUNTY-WIDE			
94609	Local streets and roads pavement maintenance (committed revenues shown)	\$972.0	Shortfall remains (see Track 1)
21860	Non-pavement maintenance (sidewalk, lighting, drainage, landscaping, etc. – committed revenues shown)	\$1,494.5	Shortfall remains (see Track 1)
21868	Local bridge maintenance	\$99.1	Fully funded
94610	VTA – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets. Does not include system expansion)	\$10,743.5	Federal, state and local funds (including transit fares) available directly to operator; surplus remains
94109	Traffic Operations System (TOS) improvements on Route 237 and I-880	\$0.3	
94125	Bicycle and pedestrian projects	\$75.3	Funds are from Transportation Development Act Article 3, Bicycle Transportation Account, and local TEA 21 Enhancement funds.
FREMONT-SOUTH BAY			
21444	Regional Express Bus Program: I-680/Fremont BART Station to Silicon Valley	\$6.0	2000 Traffic Congestion Relief Program project
94134	I-880/Route 237 interchange improvements; includes southbound I-880 to westbound Route 237 and eastbound Route 237 to northbound I-880 (Stages A & B)	\$84.3	Under construction; to be completed in 2002
96017	Widen I-880 from 4 lanes to 6 lanes from Montague Expressway to US 101	\$60.4	1996 Measure B sales tax project
98138	Acquisition of railroad corridor for future Silicon Valley Rapid Transit Corridor project	\$80.0	1996 Measure B sales tax project and Traffic Congestion Relief Program project
98172	I-880/Route 237 interchange improvements (freeway-to-freeway HOV connector) and eastbound Route 237 to southbound I-880 ramp to Tasman Drive	\$46.0	1996 Measure B sales tax project
98209	Reconstruct I-880/Dixon Landing Road interchange and widen I-880 from 8 to 10 lanes (includes 2 HOV lanes) from Route 237 to the Alameda County line	\$80.0	
PENINSULA			
21762	Caltrain Express service between San Francisco and San Jose, includes passing tracks and rolling stock (Phase 1) (Santa Clara County portion)	\$42.3	Fully funded through 2000 Traffic Congestion Relief Program; cost of project divided equally among the three Joint Powers Board counties (San Francisco, San Mateo, and Santa Clara)
21768	Caltrain local station improvements	\$110.0	
94613	Caltrain (Santa Clara County portion) transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$799.5	Federal, state and local funds (including transit fares) available directly to operator; revenues divided equally among the three Joint Powers Board counties; capital shortfall remains (see Track 1)

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RTP REFERENCE NUMBER	PROJECT/PROGRAM WITH COMMITTED FUNDING	TOTAL PROJECT COSTS	NOTES
		In millions of 2001 dollars	
	SILICON VALLEY		
20001	US 101/Bailey Avenue interchange improvements	\$45.0	Funded through local and state funds
20002	Route 85 noise mitigation	\$9.3	1996 Measure B sales tax project
21721	10th Street (Route 152)/US 101 interchange improvements in Gilroy	\$6.0	
21729	Mary Avenue bicycle and pedestrian overcrossing at I-280	\$3.7	Feasibility study is under way
21730	Los Gatos Creek Trail from Lincoln Avenue to San Fernando Street	\$2.0	
21731	Los Gatos Creek Trail from San Fernando Street to Santa Clara Street	\$3.0	
21732	Stevens Creek Trail, Reach 4 North (Yuba Drive to El Camino Real underpass to North Meadow)	\$2.7	
21733	Uvas Creek Class 1 Trail connection to Gilroy Sports Park (Phases 1 and 2 from Thomas Road Bridge to Gilroy Sports Park)	\$0.5	
21734	Extend Los Gatos Creek Trail on east side from Mozart Avenue to San Tomas Expressway	\$0.8	
21735	San Tomas Aquino/Saratoga Creek Trail from Route 237 to Santa Clara south city limit	\$0.0	
21736	San Tomas Aquino/Saratoga Creek Trail from Tantau to Barnhart	\$0.5	
21737	Borregas Avenue bicycle and pedestrian overcrossings at US 101 and Route 237	\$4.7	
21738	West Little Llagas Creek bicycle and pedestrian pathway from Spring Road to Watsonville Road	\$1.5	
21739	Union Pacific bicycle and pedestrian overcrossing from Gibraltar Court to Montague Expressway	\$3.0	
21740	Bernardo Avenue undercrossing at Caltrain railroad tracks	\$1.3	
21741	Bike and pedestrian improvements on Hamilton Avenue from Salmar to Creekside (Route 17)	\$1.5	
21742	River Oaks Parkway bike and pedestrian bridge at Guadalupe River	\$1.0	
21743	Bicycle improvements on Almaden Expressway between Ironwood Drive and Koch Lane (southbound only)	\$2.0	
21744	Santa Clara Caltrain bike and pedestrian overcrossing for Intermodal Transit Center	\$2.0	
21745	De Anza Trail	\$2.0	
21746	Cox Avenue/Southern Pacific railroad intersection improvements; includes improvements to grade crossings and bicycle paths	\$0.1	
21747	California Avenue bicycle and pedestrian undercrossing at Caltrain station	\$5.0	
21760	Double track Caltrain between San Jose and Gilroy	\$170.0	2000 Measure A sales tax and 2000 Traffic Congestion Relief Program project

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RTP REFERENCE NUMBER	PROJECT/PROGRAM WITH COMMITTED FUNDING	TOTAL PROJECT COSTS	NOTES
		In millions of 2001 dollars	
SILICON VALLEY (continued)			
21770	Caltrain extension to Salinas/Monterey (capital funds)	\$36.0	2000 TCRP project
21785	US 101/Blossom Hill Avenue interchange modifications	\$10.0	100% locally funded
21786	US 101/Hellyer Avenue interchange modifications	\$10.0	100% locally funded
21787	Palo Alto Intermodal Transit Center (Phase I)	\$50.0	
21924	Extend Vasona LRT from Winchester to Vasona Junction in Los Gatos	\$40.0	2000 Measure A sales tax project
21788	Zero emission vehicles and facilities for VTA bus fleet	\$200.0	
21790	Altamont Commuter Express upgrade	\$46.0	
21791	Downtown to East Valley: Light Rail and Bus Rapid Transit Phases 1 and 2	\$518.0	2000 Measure A sales tax project
21794	Bus Rapid Transit corridor: El Camino Real (Line 22)	\$30.0	2000 Measure A sales tax project
21797	Route 17 bus service improvements	\$2.0	2000 Measure A sales tax project
21830	Expressway signal synchronization program	\$25.4	1996 Measure B sales tax project
21831	Montague Expressway level-of-service improvements: US 101 to De la Cruz Boulevard HOV lanes	\$3.3	1996 Measure B sales tax project (partial funding)
21832	Central Expressway level-of-service improvements: Bowers Avenue to De la Cruz Boulevard	\$2.9	1996 Measure B sales tax project (partial funding)
21833	Almaden Expressway level-of-service improvements: Blossom Hill Road to Branham Lane	\$2.0	1996 Measure B sales tax project (partial funding)
21834	San Tomas Expressway level-of-service improvements at Campbell Avenue	\$1.0	1996 Measure B sales tax project
21836	San Tomas Expressway level-of-service improvements at Hamilton Avenue	\$1.1	
21837	Capitol Expressway level-of-service improvements at McLaughlin Avenue	\$0.5	
21838	Foothill Expressway level-of-service improvements at various locations	\$2.0	
21922	San Jose International Airport connections to Guadalupe LRT	\$200.0	2000 Measure A sales tax project
21923	Bus Rapid Transit corridor: Stevens Creek Boulevard	\$30.0	2000 Measure A sales tax project
94112	Smart Corridor signal synchronization program; includes extending system north and south	\$8.0	
94117	Transit centers and park-and-ride lots	\$10.0	
94124	Route 87 HOV lanes from Julian Street to I-280 and from I-280 to Route 85	\$61.8	1996 Measure B sales tax project
94135	Study to re-align Route 152 from Route 156 to US 101 (Santa Clara County portion)	\$7.0	Funded from state ITIP
94137	Widen US 101 from 4 lanes to 6 lanes from Metcalf Road in South San Jose to Cochrane Road in Morgan Hill	\$48.0	1996 Measure B sales tax project

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RTP REFERENCE NUMBER	PROJECT/PROGRAM WITH COMMITTED FUNDING	TOTAL PROJECT COSTS	NOTES
		In millions of 2001 dollars	
	SILICON VALLEY (continued)		
94587	Widen Guadalupe Expressway (Route 87) from 4-lane expressway to 6-lane freeway, including 2 HOV lanes from US 101 to Julian Street in downtown San Jose	\$226.0	
94589	Complete Route 85/87 interchange and connector ramps in San Jose	\$51.0	1996 Measure B sales tax project
94592	Route 85/US 101 interchange improvements in Mountain View; includes northbound and southbound HOV direct connectors	\$145.0	1996 Measure B sales tax project
21756	Widen US 101 from 6 lanes to 8 lanes (HOV lanes) from Metcalf Road to Cochrane Road	\$16.0	
94617	Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento and 7 round trips daily between San Jose and Oakland)	\$66.0	Effective October 2001.
96002	Route 152 safety improvements from Uvas Creek to Route 156 near Gilroy	\$11.0	
96019	Tasman Corridor East light-rail extension from North First Street to Hostetter Road	\$271.3	1996 Measure B sales tax project; assumes availability of operating funds
98103	Route 17 improvements between Campbell and Los Gatos	\$51.0	1996 Measure B sales tax project
98118	Capitol Corridor light-rail extension along Capitol Avenue from just south of Hostetter Road to Wilbur Avenue north of Capitol Expressway	\$136.3	1996 Measure B sales tax project; assumes availability of operating funds
98119	Vasona Corridor light-rail extension from downtown San Jose to Winchester Boulevard in Campbell	\$283.4	1996 Measure B sales tax project
98121	Increase Caltrain service from San Jose to Gilroy; includes Caltrain corridor facilities and service improvements	\$136.7	1996 Measure B sales tax and 2000 Traffic Congestion Relief Program project
98171	Complete Route 85 and US 101 interchange and connector ramps in South San Jose and widen US 101 to 8 lanes from Bernal Road to Metcalf Road	\$59.0	1996 Measure B sales tax project; provides connections from southbound US 101 to northbound Route 85
98201	100 low-floor light-rail vehicles: 50 new vehicles and 50 replacement vehicles	\$270.0	1996 Measure B sales tax project; assumes availability of operating funds
98849	Route 152 safety and operational improvements between US 101 and Ferguson Road	\$16.7	1996 Measure B sales tax project
21421	Expand Guadalupe light-rail vehicle maintenance facility	\$9.7	
	SUNOL GATEWAY		
98140	I-680 Sunol Grade southbound and northbound HOV lanes, ramp metering and auxiliary lane from Route 84 to Route 237 (possible value pricing project)	\$125.0	Companion to Alameda County project #98141
98151	Planning study and preliminary engineering for connector between I-880 and I-680	\$2.5	

RTP REFERENCE NUMBER	TRACK 1 PROJECT/PROGRAM	TOTAL PROJECT COSTS	EXISTING ¹ FUNDING	TRACK 1 ² FUNDS	NOTES
In millions of 2001 dollars					
SANTA CLARA COUNTY-WIDE					
94106	Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see Committed projects)	\$6.1	\$0.0	\$6.1	
94107	Non-MTS streets and roads pavement rehabilitation shortfall and local streets and roads projects	\$168.3	\$0.0	\$168.3	
98508	Local streets and roads non-pavement maintenance shortfall	\$268.3	\$0.0	\$11.7	Remaining shortfall to be funded in Blueprint
98555	Transportation for Livable Communities – county program	\$33.3	\$0.0	\$33.3	County share of regional program for community development projects linked to transportation
98564	Surface Transportation Program (STP) planning funds for the county	\$11.0	\$0.0	\$11.0	
21755	VTa Transportation Systems Operations and Management Program	\$40.0	\$0.0	\$40.0	
21750	VTa Landscape Restoration and Graffiti Removal Program	\$16.0	\$0.0	\$16.0	
21754	VTa Soundwall Program	\$30.0	\$0.0	\$30.0	
21748	Santa Clara Countywide Bicycle Program (Tier 2 and beyond)	\$48.0	\$25.0	\$23.0	
FREMONT-SOUTH BAY					
21713	Route 237 westbound auxiliary lanes between Coyote Creek Bridge and North First Street	\$15.0	\$0.0	\$15.0	
21921*	BART extension from Warm Springs to San Jose	\$3,710.0	\$2,876.0	\$834.0	Track 1 funds from federal discretionary Section 5309 New Starts
PENINSULA					
21877	Caltrain capital replacement program shortfall (Santa Clara County share) – see Committed projects	\$47.9	\$47.9	\$0.0	Cost of project divided equally among the three Joint Powers Board counties; fully funds program
21769*	Caltrain electrification from San Francisco to Gilroy	\$602.0	\$440.0	\$162.0	Funded through 2000 Measure A sales tax; reflects total costs and revenues; Track 1 assumes at least \$47 million from San Francisco, \$65 million in ITIP and \$50 million in CARB/AB 434 funds; final distribution of revenues among the JPB counties subject to negotiation by the JPB
21344	Caltrain Downtown Extension/Transbay Terminal Replacement	\$1,885.0	\$1,600.0	\$285.0	Reflects total costs and revenues; “Existing Funding” assumes \$27 million in local sales tax funding from San Mateo County; Track 1 assumes \$23 million from San Francisco. (San Francisco will explore contributions from other counties benefiting from extensions/terminal), \$203 million from bridge tolls and \$59 million from ITIP

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RTP REFERENCE NUMBER	TRACK 1 PROJECT/PROGRAM	TOTAL PROJECT COSTS	EXISTING ¹ FUNDING	TRACK 1 ² FUNDS	NOTES
In millions of 2001 dollars					
SILICON VALLEY					
21702*	US 101/Buena Vista Avenue interchange construction	\$30.0	\$0.0	\$30.0	
21703*	I-880/Coleman Avenue interchange improvements	\$60.0	\$5.0	\$55.0	
21706	US 101/Fourth Street/Zanker Road overcrossing and ramp modifications	\$50.0	\$0.0	\$50.0	
21707	I-280/I-680 connector to southbound US 101: new grade-separated ramp with Tully Road exit ramp	\$25.0	\$0.0	\$25.0	
21708	Grade-separate Route 85 northbound to I-280 northbound and I-280 exit to Foothill Expressway ramps	\$40.0	\$0.0	\$40.0	
21712*	Montague Expressway/San Tomas Expressway/US 101/Mission College Boulevard interchange improvements	\$10.0	\$0.0	\$10.0	
21714*	Route 25/Santa Teresa Boulevard/US 101 interchange construction	\$75.0	\$0.0	\$75.0	Assumes \$45 million in state ITIP funding
21715*	Additional Route 152 safety improvements between US 101 and Route 156 (may include a westbound Route 152 to westbound Route 156 flyover)	\$10.0	\$0.0	\$10.0	
21716	Widen Route 237 for HOV lanes between Route 85 and US 101	\$40.0	\$0.0	\$40.0	
21717*	Upgrade Route 25 to 4-lane expressway standards (Santa Clara County portion of project)	\$50.0	\$0.0	\$50.0	Assumes \$30 million in state ITIP funding
21718	Widen Route 85 from I-280 to Fremont Avenue	\$15.0	\$0.0	\$15.0	
21719*	I-880/Stevens Creek Boulevard interchange improvements	\$10.0	\$0.0	\$10.0	
21720*	US 101/Tennant Avenue interchange improvements in Morgan Hill	\$10.0	\$0.0	\$10.0	
21722*	Trimble Road/De La Cruz Boulevard/Central Expressway/US 101 interchange improvements	\$25.0	\$0.0	\$25.0	
21723*	US 101/Tully Road interchange modifications	\$35.0	\$0.0	\$35.0	
21724	Add US 101 auxiliary lane from Route 87 to Montague Expressway	\$50.0	\$0.0	\$50.0	
21727*	Route 87/US 101 ramp connection to Trimble Road interchange	\$28.0	\$12.0	\$16.0	Assumes \$16 million in state ITIP funding
21749*	Construct Butterfield Boulevard from San Pedro Road to Watsonville Road	\$21.0	\$9.0	\$12.0	
21753	Extend Mary Avenue from Almanor Avenue to H Street, including Route 237/US 101 overcrossing in Sunnyvale	\$32.0	\$12.0	\$20.0	

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RTP REFERENCE NUMBER	TRACK 1 PROJECT/PROGRAM	TOTAL PROJECT COSTS	EXISTING ¹ FUNDING	TRACK 1 ² FUNDS	NOTES
In millions of 2001 dollars					
SILICON VALLEY (continued)					
21840*	San Jose-Santa Clara fourth main track and station upgrades (Phase I)	\$44.0	\$26.1	\$17.9	Assumes \$17.9 million in state ITIP funding
98175*	Widen Montague Expressway from 6 lanes to 8 lanes (adds 2 mixed flow lanes) from I-680 to US 101	\$35.0	\$10.0	\$25.0	Allows for use of HOV lanes all day; HOV lanes in the peak periods already exist
98210*	Widen Central Expressway from 6 lanes to 8 lanes (adds 2 HOV lanes) between Route 237 and De la Cruz Avenue	\$40.0	\$0.0	\$40.0	
98866*	Montague Expressway/Trimble flyover ramp: west-bound Montague Expressway to westbound Trimble Road	\$15.0	\$0.0	\$15.0	Non-capacity increasing improvements only; improvements at Trimble Road (flyover)
TRANSBAY: SAN MATEO-HAYWARD AND DUMBARTON BRIDGES					
21792*	Dumbarton rail bridge rehabilitation (Santa Clara County share)	\$40.0	\$40.0	\$0.0	Santa Clara County share funded through Measure A; companion to Alameda County project #21194 and San Mateo County project #21618. Operating plan TBD by counties.

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² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in "Existing Funding").

RTP REFERENCE NUMBER	PROJECT/PROGRAM WITH COMMITTED FUNDING	TOTAL PROJECT COSTS	NOTES
		In millions of 2001 dollars	
SOLANO COUNTY-WIDE			
94681	Local streets and roads pavement maintenance (committed revenues shown)	\$173.8	Shortfall remains (see Track 1)
21861	Non-pavement maintenance (sidewalk, lighting, drainage, landscaping, etc. – committed revenues shown)	\$194.8	Shortfall remains
21869	Local bridge maintenance (committed revenues shown)	\$23.1	Fully funded
94683	Vallejo Transit – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	\$571.6	Federal, state and local funds (including transit fares) available directly to operator; capital shortfall remains (see Track 1)
94154	Bicycle and pedestrian projects	\$16.5	Funds are from Transportation Development Act (TDA) Article 3, Bicycle Transportation Account, local TEA 21 Enhancement funds, and other programmed federal funds.
DIABLO			
21435	Regional Express Bus Program: I-80 and I-680/Solano County to Walnut Creek BART Station	\$1.4	2000 Traffic Congestion Relief Program project
21443	Regional Express Bus Program: I-680 and I-780/Solano County to Walnut Creek BART Station	\$3.6	2000 Traffic Congestion Relief Program project
94150	I-80/I-680/Route 12 interchange improvements; includes connectors and auxiliary lanes between Green Valley Road and Cordelia truck weigh station (Phase 1)	\$18.6	Funded in 1998 and 2000 state ITIP
EASTSHORE-NORTH			
21341	Project development for new Fairfield/Vacaville multimodal rail station for Capitol Corridor intercity rail service in Solano County	\$0.1	
21348	Install a second span along existing Green Valley Bridge to facilitate four lanes of travel way and an acceleration/deceleration lane in each direction	\$16.8	
21441	Regional Express Bus Program: Vallejo/Transbay	\$0.5	2000 Traffic Congestion Relief Program project
21442	Regional Express Bus Program: I-80/Solano County to Del Norte BART Station	\$2.6	2000 Traffic Congestion Relief Program project
21575	Vallejo Baylink Ferry (capital cost for new passenger vessel)	\$10.9	
94679	Transit centers and park-and-ride lots	\$11.0	
94682	Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento and 7 round trips daily between San Jose and Oakland)	\$66.0	Effective October 2001
NORTH BAY EAST-WEST			
94149	Route 29/Route 37 interchange improvements in Vallejo	\$65.7	Funded in 2000 state ITIP and RTIP
94675	Route 37 from Napa River Bridge to Route 29: upgrade from 2-lane expressway to 4-lane freeway (not including Route 29/37 interchange), planting, and environmental mitigation	\$58.2	White Slough project; funded in 2000 state RTIP
98217	Route 12 safety improvements between Suisun City and Rio Vista (reduce bumps and dips in the roadway and extend passing lanes)	\$3.0	Funded by State Highway Operation and Protection Program

RTP REFERENCE NUMBER	TRACK 1 PROJECT/PROGRAM	TOTAL PROJECT COSTS	EXISTING ¹ FUNDING	TRACK 1 ² FUNDS	NOTES
In millions of 2001 dollars					
SOLANO COUNTY-WIDE					
94138	Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see Committed projects)	\$8.9	\$0.0	\$8.9	
94139	Non-MTS streets and roads pavement maintenance shortfall	\$103.2	\$0.0	\$22.6	Shortfall remains
98509	Local streets and roads non-pavement maintenance shortfall (see Committed projects)	\$125.7	\$0.0	\$1.0	Shortfall remains
21801	Vallejo Transit capital replacement program short-fall (see Committed projects)	\$40.1	\$0.0	\$40.1	
98556	Transportation for Livable Communities – county program	\$9.7	\$0.0	\$9.7	County share of regional program for community development projects linked to transportation
98565	Surface Transportation Program planning funds for the county	\$3.2	\$0.0	\$3.2	
21809	Match for improvements to local interchanges and arterials	\$10.0	\$0.0	\$10.0	Additional projects in Blueprint
94153*	Non-capacity increasing safety projects to improve congested intersections, local arterials and highways	\$3.0	\$0.0	\$3.0	Additional projects in Blueprint
98168*	Solano County intercity bus service and transit hubs (capital costs)	\$5.0	\$0.0	\$5.0	Additional projects in Blueprint
98199*	Park-and-ride lots	\$3.0	\$0.0	\$3.0	Additional projects in Blueprint
98212*	Bicycle and pedestrian projects	\$5.0	\$0.0	\$5.0	Additional projects in Blueprint
DIABLO					
21807*	I-80/I-680/Route 12 interchange improvements (Phase 2)	\$173.0	\$38.0	\$135.0	Assumes \$70 million in state ITIP funding
98100*	Additional express bus service on I-680 (capital costs)	\$2.1	\$0.0	\$2.1	Additional buses in Blueprint
EASTSHORE-NORTH					
21817*	Vallejo intermodal ferry terminal (Phase 1)	\$20.0	\$10.0	\$10.0	Remaining phases in Blueprint
21819*	Vallejo ferry maintenance facility	\$5.0	\$4.6	\$0.4	
21820	Widen I-80 from 6 lanes to 8 lanes part way between Vacaville and Dixon	\$20.5	\$8.0	\$12.5	Unfunded segment in Blueprint
94146*	Express bus service on I-80 (capital costs for additional services beyond those in Regional Express Bus Program)	\$3.5	\$0.0	\$3.5	Needs operating funds

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² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in “Existing Funding”).

RTP REFERENCE NUMBER	TRACK 1 PROJECT/PROGRAM	TOTAL PROJECT COSTS	EXISTING ¹ FUNDING	TRACK 1 ² FUNDS	NOTES
In millions of 2001 dollars					
EASTSHORE-NORTH (continued)					
94148*	Construct rail stations, track improvements, or inter-modal centers for Capitol Corridor intercity rail or commuter rail service; potential station sites are Fairfield/Vacaville, Dixon and Benicia	\$10.0	\$0.0	\$10.0	Unfunded elements in Blueprint
94151*	Jepson Parkway (Phase 1): includes I-80/Leisure Town Road interchange improvements	\$95.5	\$52.5	\$43.0	
98167	I-80 HOV lanes part way between I-680 and I-505 through Fairfield and Vacaville	\$52.4	\$0.0	\$52.4	Assumes \$30 million in state ITIP funding; unfunded segment in Blueprint
NORTH BAY EAST-WEST					
21823*	Operational and safety improvements on Route 12 from Sacramento River to I-80 (Phase 1)	\$34.0	\$32.0	\$2.0	Improvements identified in Route 12 Major Investment Study
94152	Widen Route 12 (Jameson Canyon) from I-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes (Solano County portion of project)	\$62.4	\$4.2	\$58.2	Assumes \$44.2 million in state ITIP funding; companion to Napa County project #94074

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RTP REFERENCE NUMBER	PROJECT/PROGRAM WITH COMMITTED FUNDING	TOTAL PROJECT COSTS	NOTES
		In millions of 2001 dollars	
SONOMA COUNTY-WIDE			
94694	Local streets and roads pavement maintenance (committed revenues shown)	\$268.0	Shortfall remains (see Track 1)
21862	Non-pavement maintenance (sidewalk, lighting, drainage, landscaping, etc. – committed revenues shown)	\$208.5	Shortfall remains
21870	Local bridge maintenance (committed revenues shown)	\$26.1	Shortfall remains
94695	Sonoma County, Santa Rosa, Petaluma, Healdsburg, and Cloverdale Transit – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets)	\$349.2	Federal, state and local (including transit fares) available directly to operator
98572	Golden Gate Transit (Sonoma County share) – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include expansion)	\$979.7	Federal, state and local (including transit fares) available directly to operators; capital shortfall remains (see Track 1)
98213	Bicycle and pedestrian projects	\$15.7	Funds are from Transportation Development Act (TDA) Article 3, Bicycle Transportation Account, and local TEA-21 Enhancement funds
GOLDEN GATE			
21338	US 101 southbound auxiliary lane between Route 116 to East Washington	\$7.0	
21346	US 101/Route 116 separation: improve Route 116 onramp to southbound US 101	\$9.9	Funded by State Highway Operations and Protection Program (SHOPP)
21423	Widen Commerce Boulevard from 2 lanes to 3 lanes from US 101/Wilfred Avenue interchange to Redwood Drive Golf Course in Rohnert Park	\$1.0	
21436	Regional Express Bus Program: US 101/Santa Rosa to San Rafael/ San Francisco	\$2.1	2000 Traffic Congestion Relief Program project
21898	US 101/Route 116 east separation: replace bridge over separation and improve onramp to US 101 (from Petaluma River bridge to north of US 101/Route 116 east separation and overhead)	\$7.1	Funded by State Highway Operations and Protection Program (SHOPP)
94165	US 101 northbound and southbound HOV lanes from Route 12 to Steele Lane in Santa Rosa; includes interchange modifications at Steele Lane and College Avenue	\$77.5	
94167	Sonoma-Marin Rail station site acquisitions/upgrades	\$5.0	Funding is from federal earmarks for multi-modal stations.
94685	Route 12/Farmers Lane partial interchange improvements	\$3.3	
94689	US 101/Arata Lane interchange improvements in Windsor (Phase 2)	\$2.5	Funding is from federal earmark
96016	Reconstruct and upgrade Stony Point Road from Pepper Road to Petaluma city line	\$1.4	
NORTH BAY EAST-WEST			
21899	Rehabilitate Route 12, widen shoulders and replace bridge near Kenwood between Sonoma Creek to Boyes Boulevard	\$10.5	Funded by State Highway Operation and Protection Program (SHOPP)
21998	Rehabilitate and widen Route 116 between Elphick Road to Redwood Drive in Sebastopol and Cotati	\$17.0	Funded by State Highway Operation and Protection Program (SHOPP)
94691	Route 121 traffic signal system and channelization at Eighth Street	\$0.4	

RTP REFERENCE NUMBER	TRACK 1 PROJECT/PROGRAM	TOTAL PROJECT COSTS	EXISTING ¹ FUNDING	TRACK 1 ² FUNDS	NOTES
In millions of 2001 dollars					
SONOMA COUNTY-WIDE					
94155	Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see Committed projects)	\$23.1	\$0.0	\$23.1	
94156	Non-MTS streets and roads pavement rehabilitation shortfall	\$203.2	\$0.0	\$131.4	Remaining shortfall to be funded in Blueprint
21901	Golden Gate Transit (Sonoma County share) capital replacement program shortfall (see Committed projects)	\$23.6	\$0.0	\$23.6	
98557	Transportation for Livable Communities – county program	\$10.6	\$0.0	\$10.6	County share of regional program for community development projects linked to transportation
98566	Surface Transportation Program planning funds for the county	\$3.5	\$0.0	\$3.5	
94163	Bicycle and pedestrian projects in Countywide Transportation Plan	\$40.8	\$15.7	\$14.9	Remaining shortfall to be funded in Blueprint
GOLDEN GATE					
20003	North Coast Railroad Authority track maintenance and rehabilitation	\$68.0	\$65.0	\$3.0	
98183*	Widen US 101 HOV lanes (adding an HOV lane in each direction) from Steele Lane north to Windsor/River Road; includes River Road ramp improvements and northbound and southbound auxiliary lanes	\$43.0	\$0.0	\$43.0	
21902*	Widen US 101 (adding an HOV lane in each direction) from Rohnert Park Expressway north through Wilfred Avenue interchange; includes reconstruction of the Wilfred Avenue interchange and reconfiguring local streets	\$38.4	\$8.4	\$30.0	
21903*	Non-capacity increasing improvements to street and road projects as identified in Sonoma County Transportation Authority Countywide Transportation Plan	\$14.9	\$0.0	\$14.9	
21904*	Widen US 101 (adding HOV lanes in each direction) from Old Redwood Highway in Petaluma north to Rohnert Park Expressway	\$27.0	\$0.0	\$27.0	
98147	Widen US 101 (adding an HOV lane in each direction) from Marin County line north to Old Redwood Highway in Petaluma and convert some portions from expressway to freeway	\$117.4	\$17.4	\$100.0	Assumes \$90 million in state ITIP funding; companion to Marin County project #98154
NORTH BAY EAST-WEST					
98000	Route 37 traveler information system	\$0.3	\$0.0	\$0.3	Improvements identified in North Bay Corridor Study
98145	Operational projects on Routes 12/116/121	\$5.5	\$0.0	\$5.5	Improvements identified in North Bay Corridor Study

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**TRANSPORTATION CONTROL MEASURES (TCMs) —
INCLUDED IN 2001 FEDERAL BAY AREA OZONE ATTAINMENT PLAN**

Attachment B

TCM NUMBER	FEDERAL TRANSPORTATION CONTROL MEASURE (TCM)	IMPLEMENTATION STEPS/STATUS
TCM 1	Reaffirm commitment to 28 percent transit ridership increase between 1978 and 1983 (Emission credits assumed in baseline)	MTC reaffirms measure in 1982 review of Air Quality Plan. Assess effectiveness of measure in annual reports STATUS: Completed
TCM 2	Support post-1983 improvements identified in transit operators' five-year plans and, after consultation with the operators, adopt ridership increase targets for the period 1983 through 1987	Six major transit operators adopt FY 1983–87 plans by July 1982. MTC consults with operators on ridership targets by January 1983. MTC, through implementation of the TIP and allocation of regional funds, seeks to ensure operators' five-year plans are implemented. Ridership gains are monitored through annual reports. Note: Ozone emission reductions predicted based on a 15 percent increase in transit ridership from 1982-83 to 1986-87, which did not occur. STATUS: Under federal court review
TCM 3	Seek to expand and improve public transit beyond committed levels	<ul style="list-style-type: none"> MTC seeks sources of new revenue — ongoing effort. If funding exists, transit operators implement plans to expand services. STATUS: Completed
TCM 4	Continue to support development of HOV lanes (see also TCM 20) (Emission credit based on specific projects)	<p>MTC will continue to support HOV lanes where justified on a case-by-case basis. The following projects are ones where HOV treatments are being considered:</p> <ul style="list-style-type: none"> I-580 from Rte. 24 to Bay Bridge – Environmental Impact Statement (EIS) to be completed fall 1983, project implementation by 1987 US 101 in Marin (Stage 2) – Negative Declaration under review, project implementation by 1986 I-80 – EIS to be completed September 1983, project implementation unknown Rte. 237 from Lawrence Expressway to Rte. 17 – environmental documentation under review, construction by 1984–85. STATUS: Completed
TCM 5	Support RIDES' efforts (Emission reduction included in baseline)	<ul style="list-style-type: none"> MTC to reaffirm measure in 1982 review of Air Quality Plan Effectiveness of measure assessed in annual RFP reports STATUS: Ongoing
TCM 6	Continue efforts to obtain funding to support long-range transit improvements (No emission reductions taken; implementation assumed beyond 1987)	<p>Assuming federal funding for new rail starts:</p> <ul style="list-style-type: none"> Guadalupe – engineering design to be completed fall 1983 BART – design of North Concord and Warm Springs extensions will begin in FY 1982–83. STATUS: Completed; TCM eliminated per EPA action
TCM 7	Preferential parking (Emission reductions assumed in baseline)	<p>MTC reaffirms measure in 1982 review of Air Quality Plan.</p> <p>Caltrans to open six lots in FY 1982–83, three in FY 1983–84 and eight in FY 1984–85</p> STATUS: Completed
TCM 8	Shared-use park-and-ride lots	<p>Continue the ongoing program that will establish 14 new joint-use parking lots per year</p> <p>Schedule is not specified. Emission credits are based on 56 lots or 1,400 spaces opening up between 1983 and 1987.</p> STATUS: Completed
TCM 9	Expand commute alternatives	<p>Description: Seeks to involve the private sector by encouraging employers to appoint commute coordinators who can disseminate information on commute alternatives</p> STATUS: Completed
TCM 10	Information program for local government	<p>Description: MTC would develop an information manual to alleviate transportation-related problems.</p> <p>Conduct outreach/training program during FY 1983–84</p> STATUS: Completed

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**TRANSPORTATION CONTROL MEASURES (TCMs) —
INCLUDED IN 2001 FEDERAL BAY AREA OZONE ATTAINMENT PLAN**

Attachment B

TCM NUMBER	FEDERAL TRANSPORTATION CONTROL MEASURE (TCM)	IMPLEMENTATION STEPS/STATUS
TCM 11	Gasoline Conservation Awareness Program (GasCAP) (A carbon monoxide control strategy; no emission credit taken)	Description: GasCAP was funded by the California Energy Commission, sponsored by Caltrans, and administered by West Valley College. It entailed a training program oriented towards large vehicle fleets to teach proper trip planning, vehicle maintenance, and driving techniques. STATUS: Fully implemented; activities being carried out under a number of independent efforts.
TCM 12	Santa Clara Commuter Transportation Program (A downtown San Jose carbon monoxide control strategy)	Program consists of: <ul style="list-style-type: none"> • A ridesharing program • Express bus service • Park-and-ride lots • Upgrading of Southern Pacific train service • HOV lanes STATUS: Being implemented
TCM 13	Increase bridge tolls to \$1.00 on all bridges	Increase bridge tolls on all state-owned bridges to \$1.00 STATUS: Completed
TCM 14	Bay Bridge surcharge of \$1.00	Increase Bay Bridge toll to \$2.00 to discourage single-occupant automobile use and improve transit STATUS: Completed
TCM 15	Increase state gas tax by 9¢	Raise state gasoline tax from 9 cents to 18 cents per gallon STATUS: Completed
TCM 16	Implement MTC Resolution 1876, Revised — New Rail Starts Agreement (BART extension to Colma only)	This TCM only takes emission credit for the BART extension to Colma. STATUS: Completed; TCM eliminated per EPA action.
TCM 17	Continue October 1989 post-earthquake transit services	Ferry Service: preserve new ferry service initiated after the earthquake. This measure only takes emission credit for the Alameda/Oakland and expanded Vallejo ferry service initiated after the 1989 earthquake. BART: continue expanded peak-period service, including extended hours of peak service on four lines and added trains to the peak period STATUS: Completed
TCM 18	Sacramento–Bay Area Amtrak service	Implement near-term improvements recommended in ACR 132 Rail Study; emission credit is taken for three trains in each direction between Sacramento and the Bay Area. STATUS: Completed
TCM 19	Upgrade Caltrain Peninsula service	Improve existing service by: <ul style="list-style-type: none"> • Increasing service frequency from 52 trains to 66 trains per day • Extending service to Gilroy STATUS: Completed
TCM 20	Regional HOV System Plan	Expand HOV lane system consistent with the MTC HOV Lane Master Plan (increase HOV system to 285 lane miles) STATUS: Completed
TCM 21	Regional transit coordination	Multiple coordination initiatives are being carried out under MTC's Transit Coordination Implementation Plan, including fare and service coordination. STATUS: Ongoing
TCM 22	Expand Regional Transit Connection (RTC) services	<ul style="list-style-type: none"> • Expand ongoing MTC program to provide a regional clearinghouse for sale of transit tickets and increased ticket distribution • Emission credits are based on additional subsidy of employee transit tickets and increased ticket distribution. STATUS: Completed

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**TRANSPORTATION CONTROL MEASURES (TCMs) —
INCLUDED IN 2001 FEDERAL BAY AREA OZONE ATTAINMENT PLAN**

Attachment B

TCM NUMBER	FEDERAL TRANSPORTATION CONTROL MEASURE (TCM)	IMPLEMENTATION STEPS / STATUS
TCM 23	Employer audits	<ul style="list-style-type: none"> • TCM intended to identify high visibility companies that can act as “pacesetters” or models for effective employee Commute Alternatives Programs; build networks for employers/other institutions • Review and enhance programs; provide audit reports to document results STATUS: Completed
TCM 24	Expand signal timing program to new cities	TCM established program to upgrade/retime a specific number of signals. STATUS: Completed
TCM 25	Maintain existing signal timing programs on local streets	MTC will provide technical assistance to local cities in the form of traffic monitoring, design of signal timing plans and limited hardware improvements. STATUS: Ongoing
TCM 26	Incident management on Bay Area freeways	TCM lowers emissions through reduction of incident- and accident-related delays on Bay Area freeways. Emission reductions are assumed from Caltrans’ Traffic Operation System for 45-mile “Cornerstone” Project on I-880. STATUS: Completed
TCM 27	Update MTC guidance on development of local Transportation Systems Management (TSM) programs	TCM addresses the development of guidance for local governments on developing TSM programs and ordinances. Emission reductions are for the combined effects of TCM 27 and 28. STATUS: Completed
TCM 28	Local TSM initiatives	Measure accounts for effects of local governments in helping encourage and enhance effectiveness of employer-based efforts. Effects due to: <ul style="list-style-type: none"> • Improved quality of information on commute alternatives • Improved refinement of incentives to better match employee needs • Improved marketing campaigns • Higher level of market penetration • “Bandwagon effects” in which both employers and employees consider commute alternatives because their peers are doing so Also includes MTC preparation of a Model Trip Reduction Ordinance to be used by cities and counties for employer-based trip reduction programs STATUS: Completed
TCM A	Regional Express Bus Program	Program includes purchase of about 90 low-emission buses to operate new or enhanced express bus services. MTC will approve \$40 million in funding to various transit operators for bus acquisition. STATUS: Being implemented
TCM B	Bicycle/Pedestrian Program	Fund \$15 million in high-priority projects in countywide plans consistent with TDA funding availability STATUS: Will be implemented, 2003-06
TCM C	Transportation for Livable Communities (TLC)/Housing Incentive Program	Provide \$27 million in planning grants, technical assistance and capital grants to help cities and nonprofit agencies link transportation projects with community plans. STATUS: Will be implemented, 2003-06
TCM D	Additional Freeway Service Patrol	Operation of 55 lane miles of new roving tow truck patrols beyond routes that existed in 2000 STATUS: Being implemented
TCM E	Transit access to airports	Take credit for emission reductions from air passengers who use BART to SFO STATUS: Being implemented; extension under construction

**TRANSPORTATION CONTROL MEASURES (TCMs) —
TCMs IN STATE CLEAN AIR PLAN**

Attachment B

TCM NUMBER	STATE TRANSPORTATION CONTROL MEASURE (TCM)	IMPLEMENTATION STEPS/STATUS
TCM 1	Support voluntary employer-based trip reduction programs	Provide assistance to regional and local ridesharing organizations; advocate legislation to maintain and expand incentives (e.g., tax deductions/credits) Provide assistance to employers, cities, counties: <ul style="list-style-type: none"> • In developing/enhancing employer programs; recognition of outstanding programs • Information and referral • Employer networks
TCM 2	Adopt employer-based trip reduction rule	TCM DELETED - California Health and Safety Code Sec. 40929 does not permit air districts to require mandatory employer-based trip reduction programs.
TCM 3	Improve areawide transit service	<ul style="list-style-type: none"> • Increase local bus service as revenues become available • Support transit improvements defined in MTC's Regional Transportation Plan that serve current or planned high-density areas with mixed land uses • Improve transit access to airports • Replace transit buses with clean-fuel buses
TCM 4	Improve regional rail service	<ul style="list-style-type: none"> • Implement light rail on Third Street (Bayshore Corridor) in San Francisco • Extend Caltrain to downtown San Francisco • Extend Tasman light-rail transit (12 miles, 19 stations) • BART to San Francisco International Airport • Implement light-rail on heavily patronized routes in AC Transit's service area • Implement light-rail expansion in Santa Clara County • Implement new commuter services: Santa Rosa to Larkspur, Vacaville to Oakland • Implement Fremont-South Bay rail connection
TCM 5	Improve access to rail and ferries	<ul style="list-style-type: none"> • Improve feeder bus service to rail and ferries • Improve bicycle and pedestrian facilities at stations and improve access to rail/ferry stations • Increase private shuttles from transit stations to employment centers • Encourage BART and Caltrain to provide preferential parking for electric vehicles
TCM 6	Improve interregional rail service	<ul style="list-style-type: none"> • Implement additional interregional rail service in Capitol Corridor (Auburn-Sacramento-Oakland-San Jose) • Implement commuter service between Stockton and San Jose • Expand Amtrak's San Joaquin service between Stockton and Oakland • Implement new commuter service between Santa Cruz and San Jose • Implement new daily service between the Bay Area and Eureka • Consider high-speed rail between downtown San Francisco and Los Angeles
TCM 7	Improve ferry service	<ul style="list-style-type: none"> • Expand ferry service to San Francisco from Vallejo (two new vessels) and Larkspur (high-speed vessel) • Implement new service from Port Sonoma to San Francisco • Implement new service between San Francisco and Oakland airports
TCM 8	Construct carpool/ express bus lanes on freeways	<ul style="list-style-type: none"> • Expand existing HOV network, based on MTC HOV Master Plan Update, where beneficial to air quality. Air quality analyses that include growth inducing effects of new highway capacity should be performed for each project. Special attention should be paid to express bus operations to maximize benefits for transit. • Implement HOV support facilities—park-and-ride lots, special HOV ramps that provide direct connections, HOV bypass lanes at ramp meters, express bus service • Monitor vehicle occupancy to maintain travel time advantages and stimulate increased transit use and the formation of new carpools • Convert general purpose lanes to HOV to provide significant time savings for transit

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**TRANSPORTATION CONTROL MEASURES (TCMs) —
TCMs IN STATE CLEAN AIR PLAN**

Attachment B

TCM NUMBER	STATE TRANSPORTATION CONTROL MEASURE (TCM)	IMPLEMENTATION STEPS/STATUS
TCM 9	Improve bicycle access and facilities	<ul style="list-style-type: none"> • Improve and expand bicycle lane system by providing bicycle access in plans for all new road construction or modifications • Establish and maintain bicycle advisory committees in all nine Bay Area counties • Designate a staff person as a Bicycle Program Manager • Develop and implement comprehensive bicycle plans • Encourage transit operators to accommodate bicycles on transit vehicles, including removal of peak-hour restrictions • Encourage Caltrans to accommodate bicycles on all bridges, including the San Francisco-Oakland Bay Bridge • Encourage employers and developers to provide bicycle access and facilities (see also TCM 15) • Provide bicycle safety education
TCM 10	Youth transportation	<ul style="list-style-type: none"> • Encourage carpooling among students with access to cars • Replace school buses with clean-fuel vehicles • Offer transit ride discounts to youth and students • Establish special carpool formation services for parents, students and staff at Bay Area elementary and secondary schools
TCM 11	Install freeway/arterial Metro Traffic Operations System (MTOS)	<ul style="list-style-type: none"> • Continue and expand Freeway Service Patrol • Complete initial 45-mile segment of MTOS (MTOS includes transportation operational strategies, traffic surveillance, traffic advisory signs, incident management, ramp metering), subject to a demonstration of air quality benefits • Define and implement traffic operations system to improve the flow of traffic on the regional transportation network
TCM 12	Improve arterial traffic management	<ul style="list-style-type: none"> • Study signal preemption for buses on arterials with high volumes of bus traffic • Improve arterials for bus operations and to encourage bicycling and walking • Continue and expand local signal-timing programs only where air quality benefits can be demonstrated
TCM 13	Transit-use incentives	<ul style="list-style-type: none"> • Expand Regional Transit Connection (RTC) ticket distribution through employers, and continue "Commuter Check" program for employers to subsidize employee transit passes • Construct transit centers identified in AC Transit's Comprehensive Service Plan • TransLink® (universal fare card) on AC Transit, BART, Central Contra Costa Transit Authority, Golden Gate Transit, Livermore/Amador Valley Transit Authority and San Francisco Muni • Develop transit incident-response plan • Provide selective fare reductions: reduced off-peak fares, reduced fares for special events, reduced fares for lines with excess capacity, downtown free fare zones, etc.
TCM 14	Improve rideshare/vanpool services and incentives	<ul style="list-style-type: none"> • Develop long-term funding plan for Regional Ridesharing Program • Implement Traffic Management Programs that promote ridesharing and vanpooling • Explore potential demand for medium-distance (20-30 miles) vanpools and develop incentives for this market if demand exists • Explore potential demand for real-time ridesharing
TCM 15	Local clean air plans, policies and programs	<ul style="list-style-type: none"> • Encourage cities and counties to incorporate air-quality-beneficial policies and programs into local planning and development activities, with a particular focus on subdivision, zoning and site design measures that reduce the number and length of single-occupant automobile trips • Develop subregional planning pilot projects • Provide technical assistance to local government agencies • Publicize noteworthy examples of local clean air plans, policies and programs, as well as endorse noteworthy development projects

Continues on next page

**TRANSPORTATION CONTROL MEASURES (TCMs) —
TCMs IN STATE CLEAN AIR PLAN**

Attachment B

TCM NUMBER	STATE TRANSPORTATION CONTROL MEASURE (TCM)	IMPLEMENTATION STEPS/STATUS
TCM 16	Intermittent control measure/public education	<ul style="list-style-type: none"> • Encourage public to reduce motor vehicle use and other polluting activities on predicted ozone exceedance days through "Spare the Air" program • Continue public education program to inform Bay Area residents about status of regional air quality, health effects of air pollution, sources of pollution and measures that individuals and communities can take to help improve air quality • Continue and expand the Bay Area Clean Air Partnership (BayCAP), focusing on voluntary actions by employers to improve air quality
TCM 17	Conduct demonstration projects	<p>Promote demonstration projects to develop new strategies to reduce motor vehicle emissions. Potential projects include:</p> <ul style="list-style-type: none"> • Electronic toll collection • Low-Emission Vehicle (LEV) fleets • LEV refueling infrastructure
TCM 18	Transportation pricing reform	<p>Advocate legislation for authority to develop and promote revenue measures:</p> <ul style="list-style-type: none"> • Congestion pricing on bridges • Parking cash out • Parking charges at rail stations • Regional gas tax of \$0.10 • Regional gas tax of \$0.50 • Regional gas tax of \$2.00 • Smog-based registration fees • New vehicle "feebates" <p>Use revenues to fund transportation alternatives, user incentives and equity programs</p>
TCM 19	Pedestrian travel	<ul style="list-style-type: none"> • Review/revise general/specific plan policies to promote development patterns that encourage walking and circulation policies that emphasize pedestrian travel, and modify zoning ordinances to include pedestrian-friendly design standards • Include pedestrian improvements in capital improvements program • Designate a staff person as a Pedestrian Program Manager
TCM 20	Promote traffic-calming measures	<ul style="list-style-type: none"> • Include traffic-calming strategies in the transportation and land-use elements of general and specific plans • Include traffic-calming strategies in capital improvements programs

MTC has published several supplementary reports in conjunction with the 2001 Regional Transportation Plan. These include an Environmental Impact Report, an RTP Project Notebook, and other topic-specific reports listed below. Other, previously released reports that bear on this 2001 RTP also are listed. Each of these reports is available in the MTC-ABAG Library. The reports also can be ordered via e-mail at library@mtc.ca.gov, or by contacting the MTC-ABAG Library via fax at (510) 464-7852 or by phone at (510) 464-7836.

Final Environmental Impact Report for the 2001 RTP

MTC (December 2001)

The Final Environmental Impact Report (EIR) for the 2001 RTP has been prepared pursuant to the California Environmental Quality Act (CEQA) statutes. As a program EIR document, this EIR presents a regionwide, corridor-by-corridor assessment of potential impacts of the 2001 RTP. It does not evaluate site-specific impacts of individual projects, which will be analyzed in subsequent EIRs performed by project sponsors.

Areas of evaluation include: transportation; air quality; population and housing; land use; energy; geology and seismicity; noise; and biological, water, visual, and cultural resources. The potential impacts that the 2001 RTP would have on these areas and measures to mitigate the potential impacts are identified. A reasonable range of alternatives to the 2001 RTP is considered, and an environmentally superior alternative among the alternatives analyzed is identified.

The draft EIR was released for a 45-day public review period on August 10, 2001. The Commission certified the final EIR on December 19, 2001.

Regional Transit Expansion Policy: Initial Assessment

MTC (August 2001)

The Regional Transit Expansion Policy: Initial Assessment contains a detailed discussion of the Regional Transit Expansion Policy and a preliminary evaluation of candidate projects submitted as of July 2001.

A specific program of projects and related funding agreements were developed in parallel with the 2001 RTP, and adopted in Resolution 3434. The resolution identifies high-priority rail and express bus improvements to serve the region's most congested corridors, and establishes funding priorities to advance selected projects.

The Initial Assessment was discussed at public workshops held on the draft RTP.

Transportation Air Quality Conformity Analysis

MTC (February 2002)

The Transportation Air Quality Conformity Analysis is a conformity assessment of the 2001 Regional Transportation Plan (RTP) and 2001 Transportation Improvement Program (TIP) Amendment 01-32 in accordance with the Environmental Protection Agency's air quality regulations issued August 1997 and with the Bay Area Air Quality Conformity Procedures adopted June 1998 (MTC Resolution 3075) and submitted to EPA for approval into the State Implementation Plan. In adopting the conformity analysis for TIP Amendment 01-32, this report also serves to re-determine the conformity for the entire 2001 TIP, using the latest motor vehicle emission budget from the 2001 Ozone Attainment Plan.

RTP Project Notebook

MTC (February 2002)

The purpose of the RTP Project Notebook is to provide additional detailed technical information on proposed RTP investments for professional staff at MTC and its partner agencies, as well as other interested organizations and individuals.

The Project Notebook consists of the following seven sections:

- System Maintenance and Operations;
- Regional Transportation System Management;
- Regional Bicycle Master Plan;
- Lifeline Transportation Network;
- Committed Funding Investments by County;
- Track 1 Investments by County; and
- Blueprint Investments by County.

Public Outreach and Involvement Program – Phase I Summary Report

MTC (June 2001)

Public Outreach and Involvement Program – Phase II Summary Report, Appendices, Volumes I and II

MTC (December 2001)

MTC's public outreach for development of the 2001 *Regional Transportation Plan* included four major components:

- Public workshops/hearings
- Interactive Web surveys
- Telephone polling
- Media outreach.

MTC conducted an extensive outreach for the 2001 RTP in two phases. The first phase consisted of more than 30 workshops that were designed to explore why citizens are drawn to support specific projects, to allow participants to discuss transportation values, needs and priorities, and to debate the merits of specific projects to be included in the RTP. The first phase also included an interactive Web survey that generated more than 1,700 responses and a telephone poll of 1,600 Bay Area registered voters. A detailed summary of this first phase effort, *Regional Transportation Plan 2001, Public Outreach and Involvement Program, Phase I Summary Report*, was prepared by MTC's RTP outreach consultant.

The second RTP public outreach phase consisted primarily of eight public workshops/hearings throughout the region and a survey on the draft 2001 RTP. Over 400 letters and e-mail comments, and nearly 200 survey responses were received. These comments and their responses are included in the *Regional Transportation Plan 2001, Public Outreach and Involvement Program, Phase II Summary Report, Appendices, Volumes I and II*, which also was prepared by the RTP outreach consultant.

Environmental Justice Report

MTC (September 2001)

MTC conducted an Equity Analysis to evaluate how low-income and minority communities fared under RTP investments. The Equity Analysis applied a series of performance measures to the RTP investment alternatives.

The analysis was developed in collaboration with the Environmental Justice Advisory Group, the Minority Citizens Advisory Committee and a host of other stakeholder groups. The analysis represented a “test” of the RTP, to ensure that no disproportionate burden is placed on low-income or minority communities. The Equity Analysis consisted of the following:

- A demographic profile of the region and identification of key minority and low-income communities of concern
- An assessment of access and mobility through the use of a travel demand model
- A definition of a “lifeline” transit network and the assessment of spatial and temporal gaps in the network for low-income people who depend on transit services
- An analysis of MTC's proposed distribution of funds in the long-range plan from an equity perspective.

Performance Measures Report

MTC (August 2001)

In a new initiative, MTC analyzed the performance of the Bay Area transportation system relative to the six RTP goals, and with regard to the RTP alternatives examined in the Environmental Impact Report. The initiative reflects a national trend that aims to better understand the benefits of transportation investments on system performance from the customer's perspective. The criteria MTC used to measure system performance include:

- Travel time
- Accessibility to jobs and shopping
- Economic efficiency
- Vehicle emissions (tons per day)
- Person trips during peak periods.

1997 High-Occupancy-Vehicle (HOV) Lane Master Plan Update

MTC (November 1997)

The HOV Master Plan Update evaluated the performance of existing HOV lanes, and made recommendations for study or implementation of new HOV lanes or other operational strategies in RTP corridors. The plan provides the basis for HOV lane investments that are included in the RTP and defines an HOV lane system that serves proposed regional express services included in MTC's Bay Area Transportation Blueprint for the 21st Century planning effort.

Caltrans' annual HOV Lane Report provides the basis for ongoing evaluation of Bay Area's HOV lane system. In addition, Caltrans, MTC and California Highway Patrol staff regularly convene a Regional HOV Lane Committee to discuss HOV lane operational, safety and enforcement issues.

MTC intends to update the HOV Master Plan in 2002.

Lifeline Transportation Network

MTC February 2002 (incorporated into the 2001 RTP by reference)

For this 2001 RTP, the Commission conducted a comprehensive assessment of the region's public transit system that identifies a Lifeline Transportation Network and the spatial and temporal gaps in that network affecting low-income communities. In response to the findings and recommendations from the Lifeline Transportation Network analysis and coordination with the RTP Social Equity analysis, MTC will provide financial support to conduct community transportation plans in 10 communities that have the highest concentrations of low-income persons in the region. These community transportation plans will be used to validate and modify if necessary the results of the Lifeline analysis at the local level. MTC will work with the transit agencies, congestion management agencies and members of the communities to identify the most effective solutions for filling the gaps identified in the Lifeline analysis.

The passage of Proposition 42 in March 2002 means the State Transit Assistance (STA) fund will generate an additional \$42 million per year (beginning in fiscal year 2008–09) to Bay Area transit agencies directly and \$11 million per year to the region's STA discretionary program. The Commission will consider this funding source in partnering with the transit agencies and other local partners to implement additional transportation services identified through the Lifeline Transportation Network analysis and follow-on local planning.

Bay Area Transportation Blueprint for the 21st Century

MTC's Bay Area Transportation Blueprint for the 21st Century was a major planning effort undertaken in 1999–2000 to identify, prioritize, and build consensus for future transportation investments in the region beyond those identified in the fiscally constrained 1998 RTP. MTC produced the following reports as part of this effort.

- **Project Notebook**

MTC (October 1999; revised June 2000)

The Project Notebook presents a comprehensive listing of all candidate projects. A fact sheet for each candidate project details the project description, background, proposed operating scenarios, estimated costs, and observations/issues specific to project implementation.

- **Evaluation Report**

MTC (June 2000)

The Evaluation Report assesses the impact of candidate projects on the performance of the regional transportation system. This evaluation is carried out at two levels: evaluation of packages of projects (rail, rapid bus, ferry and roads) and evaluation of individual Blueprint projects, many of which are components of the packages above.

- **Public Outreach Notebook**

MTC (April 2000)

The Public Outreach Notebook compiles the outreach meeting summaries and polling results into one resource document. The outreach effort involved a June 16, 1999 “kick-off” meeting, followed by a series of nine public workshops (one in each county), a regional public opinion telephone poll, and a survey of local elected officials in the Bay Area.

- **Phased Implementation Plan**

MTC (March 2000)

The Phased Implementation Plan distills the \$33 billion worth of unfunded transportation needs in the Bay Area that are identified by the Blueprint into a \$3.8 billion list of priority projects. The Plan reflects a complex mix of modes — rail, rapid bus, high-occupancy-vehicle (HOV) lane gap closures, highway interchanges and bicycles. The Plan influenced Governor Gray Davis' Traffic Congestion Relief Program (TCRP), unveiled in April 2000. In all, the TCRP sets aside more than \$1.7 billion for the Bay Area.

Regional Airport System Plan

*Regional Airport Planning Committee
September 2000 (incorporated into the
2001 RTP by reference)*

The *Regional Airport System Plan* (RASP) is prepared by the Regional Airport Planning Committee (RAPC), which is convened by the Association of Bay Area Governments, the San Francisco Bay Conservation and Development Commission, and MTC. The latest update predicts a doubling of air passenger travel by 2020 and a tripling of air cargo volumes. The plan is advisory in nature and was designed to address three major issues:

- The need for additional airport system capacity
- Regional airport system alternatives to provide this capacity
- Significant environmental tradeoffs, to the extent they are known.

The RASP focuses on the region's three commercial airports — Oakland International Airport, San Francisco International Airport, and San Jose International Airport. An update of the general aviation sector will follow later in 2002. Here are some key findings and conclusions from the plan.

- Decisions concerning future runway improvements require choices — choices between expanding runways or tolerating increasing delays in order to avoid filling the Bay.
- Forecasted growth in demand will exceed the capacity of the airport system in 2020.
- After examining a range of alternatives to construction of new runways, the analysis did not reveal a strategy for closing the gap between projected demand and available runway capacity in 2020. The Federal Aviation Administration should continue to pursue near-term measures that will help reduce delays.

- To meet reasonably expected demand and provide more reliable air transportation during good and bad weather, additional runway capacity is needed at San Francisco and Oakland airports. A more comprehensive examination of these improvements should be pursued as the most relevant course of action.
- Prior to an irreversible commitment to additional runways, all impacts on Bay resources should be evaluated. RAPC recommends that the process complete the full environmental analysis of new runway options in compliance with existing CEQA/NEPA law without special amendment.
- RAPC recommends that the plan protect future options by indicating a regional interest in civil aviation use of Travis Air Force Base and Moffett Federal Airfield if these facilities become available in the future. (These facilities are not available now, nor can their future availability be predicted). Also, the plan recognizes that the commercial airports require an effective general aviation reliever airport system for small aircraft.
- Finally, given the inherent uncertainty when discussing the future, RAPC should continue to monitor changes in the air travel market, air traffic control technology, and laws and regulation that could affect the air transportation strategies and conclusions reached in the current plan.

San Francisco Bay Area Seaport Plan

*San Francisco Bay Conservation and
Development Commission and MTC 1996
(incorporated into the 2001 RTP by reference)*

The *San Francisco Bay Area Seaport Plan* is the product of a cooperative planning effort by BCDC and MTC. The plan provides the basis for Bay Area port policies and looks at future seaport needs and suggested improvements.

The Seaport Plan employs land-use designations and enforceable policies that BCDC and MTC use in their regulatory and funding decisions. The plan designates areas determined to be necessary for future port-related development as “port priority use areas.” The Seaport Plan as amended designates 10 port priority use areas, which include the following five active seaports:

- Oakland
- San Francisco
- Redwood City
- Richmond
- Benicia.

Subsequent to its 1996 adoption, the Seaport Plan has been amended to remove the port priority use designation from the following locations:

- City of Alameda
- Encinal Terminals (in Alameda)
- portion of Oakland Army Base.

San Francisco Bay Area Ozone Attainment Plan for the 1-Hour National Ozone Standard

Association of Bay Area Governments, Bay Area Air Quality Management District, MTC (Adopted October 2001)

This plan sets out a strategy for the Bay Area to attain the national 1-hour ozone standard. Ozone, or, more commonly, “smog,” is harmful to humans and property. The Bay Area exceeds the standards a few days a year on hot summer afternoons, usually in the inland valleys. (Livermore has the highest ozone levels.)

The Ozone Plan is prepared by the Bay Area Air Quality Management District, Association of Bay Area Governments, and MTC and then submitted for review and approval by the California Air Resources Board and the US Environmental Protection Agency. The new 2001 Ozone Plan represents the latest set of commitments for stationary, area and transportation control measures to ensure the Bay Area attains the national standard by 2006.

The Ozone Plan also provides a transportation emissions “budget” that is used to determine the conformity of this RTP and MTC funding programs with air quality objectives. The emissions budget is essentially the sum of all the projected emissions from cars, buses, and trucks in the region for a particular attainment year. The conformity analysis is prepared as a separate report, available for public review, that not only analyzes transportation emissions but tracks the implementation status of all the transportation control measures in the Ozone Plan.

For the latest Ozone Plan, MTC reviewed a range of new transportation control measures, eventually including several new measures and several measures for further study as shown in Attachment B.

Regional Bicycle Master Plan

MTC February 2002 (incorporated into the 2001 RTP by reference)

MTC developed the Regional Bicycle Master Plan in conjunction with each of the nine Bay Area counties, other planning partners and advocacy groups.

The completed regional bike plan accomplishes five main goals. The plan:

- Defines a network of regionally significant bicycle routes, facilities and necessary support programs
- Identifies gaps in the networks and recommends specific improvements to fill these gaps in the system
- Develops cost estimates to build out the entire regional network
- Outlines a funding strategy to implement the regional bike network
- Identifies other programs to help local jurisdictions to become more bicycle-friendly.

The RTP-related plans described in this Attachment are available for review in the MTC-ABAG Library or online at www.mtc.ca.gov.

The Ozone Plan can be viewed online at the Air District Web site: www.baaqmd.gov/planning/2001sip/2001sip.htm.

AMENDMENT TO
SAN FRANCISCO BAY AREA
2001 REGIONAL TRANSPORTATION PLAN

**RTP STRATEGY TO INCREASE
REGIONAL TRANSIT RIDERSHIP**

Metropolitan Transportation Commission
November 20, 2002

TCM 2 and the Federal Air Quality Plan

The federal Clean Air Act requires regions to prepare State Implementation Plans (SIPs) to demonstrate compliance with federal ambient air quality standards. Since 1982, the Bay Area's SIP has included certain measures called transportation control measures (TCMs) to reduce automobile emissions. A total of 26 TCMs — including improved transit service and transit coordination, new carpool lanes, signal timing, freeway incident management, and increased state gas tax and bridge tolls — have been carried out to help reduce regional ground-level ozone ("smog") and are now largely completed.

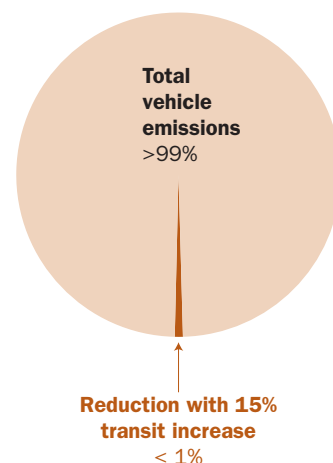
The 1982 Air Quality Plan included TCM 2, a measure intended to reduce emissions by improving the productivity of Bay Area transit systems. The emission reduction estimates in TCM 2 were based upon projections that, with the funding of productivity improvements in the 1983-87 Short Range Transit Plans of six major transit operators, regional transit ridership would increase by 15 percent from 1982-87. These reductions equate to a 0.4 percent reduction in vehicle emissions and an even smaller (0.1 percent) reduction in total emissions from all sources (see Figure 1).

Despite continued heavy investment in transit productivity measures, system and service expansion, and system operations, regional transit ridership, measured in terms of annual boardings, remains below the level associated with a 15 percent increase over the 1982-83 baseline.

The emissions reductions associated with TCM 2, however, were achieved many years ago, through a combination of TCM 2 implementation itself and through the implementation in 1990-91 of the Contingency Plan in the 1982 Air Quality Plan. In the latter process MTC adopted sixteen "contingency" TCMs that more than compensated for the shortfall in emissions reductions of the original ten TCMs in the 1982 Air Quality Plan, including TCM 2.

The text of TCM 2 appears in Appendix A.

Figure 1
**Expected Reductions
In Vehicle Emissions
With 15% Transit
Ridership Increase**



Source: Bay Area Air Quality Management District, MTC

Federal District Court Order

The federal court has interpreted TCM 2 to mean that MTC has a separate SIP obligation to achieve a 15 percent transit ridership increase. The Court's Order Granting Injunctive Relief, dated July 19, 2002 (the "Order"), requires that:

By no later than November 9, 2006, MTC shall increase regional ridership to at least 544.8 million annual boardings. This figure reflects a 15 percent increase over the 1982-83 baseline of 473.7 million annual boardings.

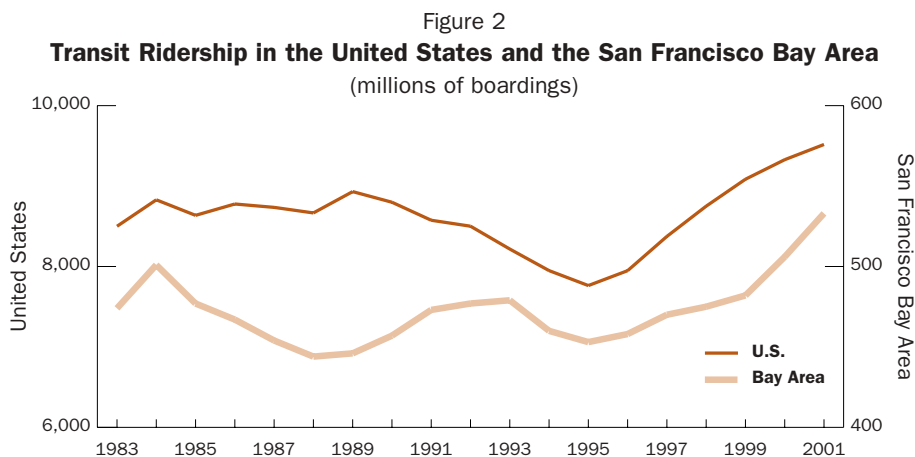
Within six months of the date of the Order [i.e., by January 19, 2003], MTC must amend the *2001 Regional Transportation Plan* (RTP) to include a section specifying how it will achieve full implementation of TCM 2. In this amendment, MTC shall identify and describe all projects it will fund as part of its strategy for achieving the required ridership increase. Each project description must include an implementation schedule, estimated costs, and expected ridership gains.

The Order further provides that if additional projects that are not in the Transportation Improvement Program (TIP) are needed to meet the ridership target, MTC must amend the TIP to ensure these projects can proceed. The Order also notes that "Because MTC contends that the RTP already contains sufficient projects to achieve the ridership increase, it should not ... be burdensome for MTC to prepare the required RTP amendment." MTC has therefore responded to the Court Order by amending the 2001 RTP to set forth the specific list of projects that are expected to contribute to full achievement of TCM 2.

MTC will appeal the judgment in the case in which the Order was issued. While the appeal is pending and the Order is in effect, MTC has prepared this report to serve as the basis for the court-mandated RTP amendment. The conclusion of this report is that the implementation of the 2001 RTP is projected to result in the achievement of the ridership increase target by 2006, and that a TIP amendment is not needed to obtain the projected ridership increase by that time.

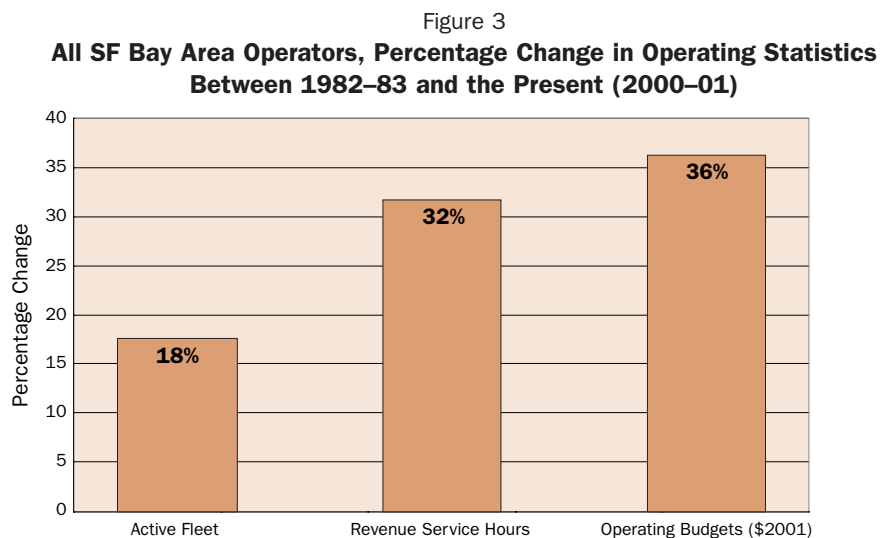
Transit Ridership and Investment Trends

Transit trends in the Bay Area are quite similar to national transit trends (see Figure 2). Given the well-developed Bay Area transit system, repeated studies have shown that demand-side factors such as personal choice, the state of the economy, patterns of development controlled by county and municipal governments, and the cost of gasoline exert a much more powerful influence on regional transit use and market share than supply-side funding decisions. These demand-side factors are not under the control of either MTC or the transit operators.



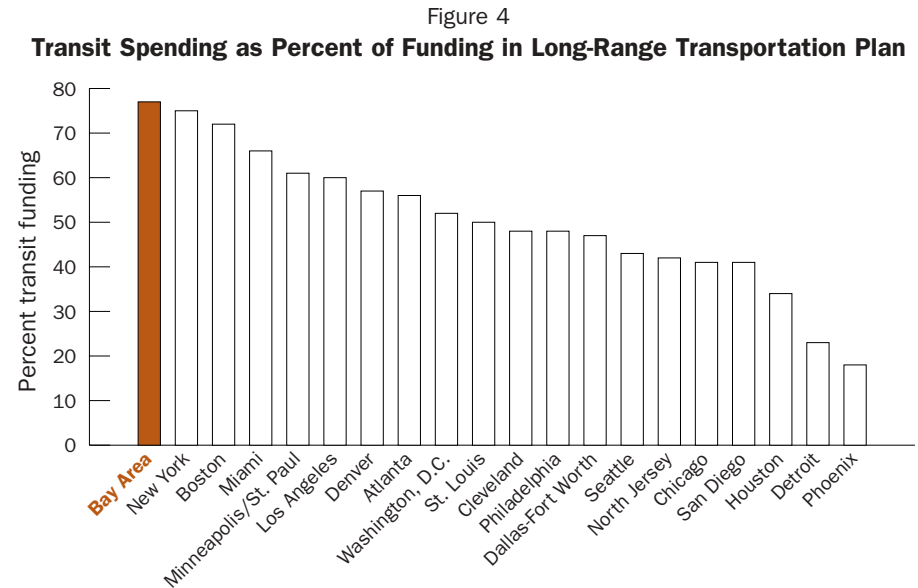
Source: American Public Transportation Association, MTC

However, these external forces have not deterred MTC and its transit partners from making a strong and continuing regional investment in transit, which is evidenced by three different measures: size of the transit fleet, growth in revenue hours of service, and growth in the size of transit operating budgets. As shown below in Figure 3, all three of these measures of transit service and investment have grown at rates exceeding 15 percent, but ridership growth has not followed at the same pace due to the countervailing pressure of the factors cited above.



Source: MTC

Further looking ahead over the next 25 years, MTC's 2001 RTP commits 77 percent of all projected transportation funding to public transportation. In fact, MTC's plan shows a larger percentage of transportation dollars being spent on public transportation than any other large metropolitan area in the nation (see Figure 4). The magnitude of this share is particularly striking in light of the fact that only about 6 percent of daily trips are made on transit in the Bay Area.



Source: Federal Highway Administration (FHWA)

Recent Events

Concurrent with the latest economic expansion starting in the mid-90's, Bay Area transit ridership began to grow steadily, culminating in a peak level of 533 million annual riders by the end of fiscal year 2000–01. This represented a 12.5 percent increase over the FY 1982–83 TCM 2 baseline number of 473.7 million annual riders (see Figure 5). Since then, recession-related effects, exacerbated by the events following September 11, 2001, have led to fewer jobs and fewer people taking transit (and other transportation modes) for work and other trips. The Bay Area Economic Forum (BAEF) estimates that Bay Area employers shed more than 140,000 net jobs in 2001. The BAEF notes that this was the biggest loss of jobs experienced in the Bay Area in 25 years. The Association of Bay Area Governments estimates that Santa Clara County alone lost almost 43,600 jobs between 2001 and 2002.

Ridership for FY 2001–02 shows that there was a 2.6 percent decline from FY 2000–01, producing a regional total of 519 million riders. This figure is now 9.6 percent above the FY 1982–83 baseline levels. This decline in transit travel is also mirrored on the highway system, where traffic volumes have dropped as well. Caltrans' Year 2001 Bay Area Congestion Data Information Memorandum shows decreases in regional freeway travel as

Figure 5
Transit Ridership Statistics
FY 1982–83 to Present

[Thousands of Annual Riders]

Fiscal Year

Six Major Operators	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	1989-90	1990-91	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	2001-02
AC Transit	76,794	75,086	68,767	67,257	64,438	57,224	61,308	62,041	62,500	65,625	66,280	62,754	61,943	64,153	63,303	63,877	66,089	68,088	71,529	69,520
BART	57,700	62,792	66,036	63,270	60,304	61,160	61,738	74,761	76,193	77,247	77,626	80,183	78,952	79,593	83,446	81,422	86,488	97,024	103,919	97,146
GGBHTD	12,267	10,736	10,811	9,997	9,435	9,082	8,784	9,938	10,530	10,574	10,597	10,578	10,255	10,447	10,962	11,032	11,108	11,465	11,618	10,799
SamTrans	17,599	18,242	19,871	19,114	18,292	18,048	18,130	18,324	19,114	18,793	18,619	19,742	19,675	19,085	18,562	18,834	18,350	17,925	18,136	18,745
SF Muni	293,100*	313,100*	264,033	255,924	252,122	244,733	235,794	233,468	239,340	238,714	238,295	220,273	216,409	214,468	217,631	219,507	217,050	226,181	236,205	234,303
SCVTA	34,868	38,522	34,609	38,089	36,299	35,895	39,447	41,200	45,850	46,118	46,700	45,224	45,166	49,172	53,062	53,547	54,996	55,701	58,160	54,430
SUBTOTAL	492,328	518,478	464,127	453,651	440,890	430,506	430,497	439,732	453,527	457,071	438,754	432,400	432,235	436,918	446,966	448,219	454,281	476,384	499,567	484,943
Other Operators																				
Caltrain	4,866	5,160	5,305	5,458	5,422	5,596	5,622	6,351	7,200	7,400	7,500	6,924	7,028	6,127	7,040	8,632	8,622	8,735	9,925	9,942
CCCTA	2,550	3,037	3,432	3,800	3,781	3,725	3,765	4,062	4,221	4,248	4,255	4,649	3,898	4,180	4,525	4,287	4,533	4,694	4,991	4,807
Vallejo	1,100	1,026	1,009	1,124	1,044	1,217	1,606	1,758	2,104	2,304	2,300	2,455	2,529	2,766	3,140	3,442	3,714	3,903	3,626	3,573
Other	1,915	2,263	2,714	2,787	2,873	3,233	4,380	5,397	6,007	6,363	6,813	6,752	6,998	7,660	8,357	9,620	11,036	12,389	14,929	15,782
SUBTOTAL	10,431	11,486	12,460	13,169	13,120	13,771	15,373	17,568	19,532	20,315	20,868	20,780	20,453	20,733	23,062	25,981	27,905	29,721	33,471	34,104
TOTAL	502,759	529,964	476,587	466,820	454,010	444,277	445,870	457,300	473,059	477,386	478,985	459,534	452,853	457,651	470,028	474,200	481,986	506,105	533,038	519,047

* Muni ridership over-predicted for these years. Federal District Court has confirmed Muni's FY 1982–83 ridership to be 264 million.

Notes: 1) 2001–02 numbers are from individual transit operators and will be used to update the National Transit Database.

2) 2000–01 is latest data from National Transit Database, except for Altamont Commuter Express, Capitol Corridor, and Oakland AirBART.

3) FY 1988–89 to FY 1999–00 numbers are from MTC's *Statistical Summary of Bay Area Transit Operators* and include paratransit riders.

4) FY 1982–83 to FY 1987–88 numbers are from various sources, including TDA reports by operators and FTA-UMTA data.

5) "Other" includes: Alameda–Oakland Ferry, Benicia, Dixon, Healdsburg, Fairfield–Suisun, Napa Transit, Petaluma, Rio Vista, Santa Rosa, Sonoma, LAVTA, Tri-Delta, Union City, Vacaville, WestCAT, Capitol Corridor, Altamont Commuter Express, and Oakland AirBART.

well, leading to an overall 12 percent decrease in the region's daily hours of delay. The biggest delay reductions, ranging from 40 percent to 75 percent, occurred in San Mateo and Santa Clara counties, which were hit the hardest when high technology jobs disappeared. These freeway delay reductions have the compounding effect of making automobile use more attractive compared to often slower transit options.

Transit Ridership Estimates for 2006

Transit ridership projections in the 2001 RTP are based upon forecasting work performed by MTC in 2000 and 2001, using MTC's state-of-the-art travel demand model known as BAYCAST. This model — or earlier versions thereof — is the same model that MTC has used and continues to use in performing approved conformity assessments of RTPs and TIPs under both federal transportation conformity regulations and previous court-approved conformity assessment procedures. The BAYCAST forecasts supporting the 2001 RTP, in turn, use demographic and economic projections developed by the Association of Bay Area Governments (ABAG). Using these forecasts and interpolating for the year 2006, one may project that regional transit ridership will reach a level of 598 million annual boardings, well in excess of the target level of 544,800,000 boardings mandated in the Order, provided that the projects and investments identified in the RTP are implemented on schedule and the underlying economic and demographic model assumptions are borne out over the next few years.

Travel demand models such as BAYCAST are most valuable in the context of longer-term planning and forecasting. They are less helpful in predicting ridership over very near-term periods, because of the speed with which the forecasting assumptions can change. Recent demographic and economic changes directly influence near-term mode choices; some forecasting variables change on a daily basis, such as gas prices at the pump. Furthermore, MTC will be required to perform a new travel demand forecast for use in the next major RTP revision, which under federal law MTC must adopt by March 2005. However, this new forecast will not be complete before the Court's January 2003 deadline for this RTP amendment.

In the absence of a planning tool such as MTC's travel demand model, it is possible to make "off-model" adjustments to long-term forecasts by making reasonable assumptions regarding the impact on travel behavior of recent events (i.e., events occurring since the last ABAG demographic and economic projections) and of reports of current trends in factors affecting transportation mode choice. Although federal law does not mandate that MTC project travel behavior (including transit usage) more frequently than once every three years, and although the Order does not specifically require MTC to engage in such an exercise, the report examines appropriate adjustments to the projections in the 2001 RTP based upon recent events and trends.

It is important to note that regional transit ridership estimates must be generated through a regional travel model, such as BAYCAST, which has been validated against observed transit operator ridership data. Such models take into account the synergies between transit operators, the impact of boarding on one system on boardings of another, and in general the regional impacts of individual projects. The ridership estimates for individual projects are at best related only indirectly to regional transit ridership, as such estimates do not take into account: (a) the impacts of an individual project on utilization of other transit services, either positive or negative, (b) the impacts of individual projects on the transportation system as a whole, and vice-versa, and (c) the regional demographic and economic trends and other factors influencing actual and projected regional transit ridership, all of which MTC assumes in developing forecasts regarding use of the transit system on a regionwide basis. As a result, when it comes to regional transit ridership projections, there is little if any forecasting value in individual project ridership estimates.

Thus the most credible way to forecast how close regional ridership will be to the target in 2006 is to start with existing forecasts and to make reasonable adjustments to these forecasts in light of current events and very recent trendline data.

According to recent measures, the Bay Area's economy appears to be entering a slow recovery. The Bureau of Labor Statistics show that job losses in the Bay Area have slowed significantly between the fourth quarter of 2001 and the first quarter of 2002 (down from -5 percent to only about -0.3 percent). ABAG predicts that beyond 2002, economic and demographic growth will begin to return to historical rates, with net jobs growing at about 1 percent to 2 percent per year over the next few years.

Any improvements to transit service over the next few years will be "on the margin" of an already extensive transit system already in operation. This system is the product in large part of long-term planning and advocacy by MTC in previous years. Introducing new projects today, moreover, is unlikely to impact transit ridership by 2006 due to the time required to develop, fund and implement these projects. Fortunately, because of years of MTC planning and because the Governor and Bay Area voters have approved new transportation revenues, a number of transit projects will come to fruition prior to 2006 and are expected to help support further increases in ridership growth. Transit projects already in the pipeline and under construction will increase peak-period transit capacity in the Bay Area by a healthy 23 percent by 2006, compared to the system that existed in 1998.

The result of MTC's effort to re-examine likely transit ridership levels by 2006 in light of recent events is the projection of a range of transit boardings by that year. Both ends of this range assume that the projects in the 2001 RTP are implemented on schedule.

2001 RTP Forecasts (High Estimate)

The RTP forecasts prepared prior to the economic downturn most likely provide the high end of expected regional transit ridership. These forecasts used ABAG's Projections 2000 demographic data and are the forecasts that were the basis for the 2001 RTP development. The forecasts include all the transit investments to be operational by 2006. They are MTC's official forecasts until formally revised. Under the RTP forecasts, transit levels would reach 598 million annual riders in 2006. The assumptions and methodology for those forecasts are discussed in the *Final Transportation Air Quality Conformity Analysis* (February 2002) report for the 2001 RTP and for TIP Amendment 01-32.

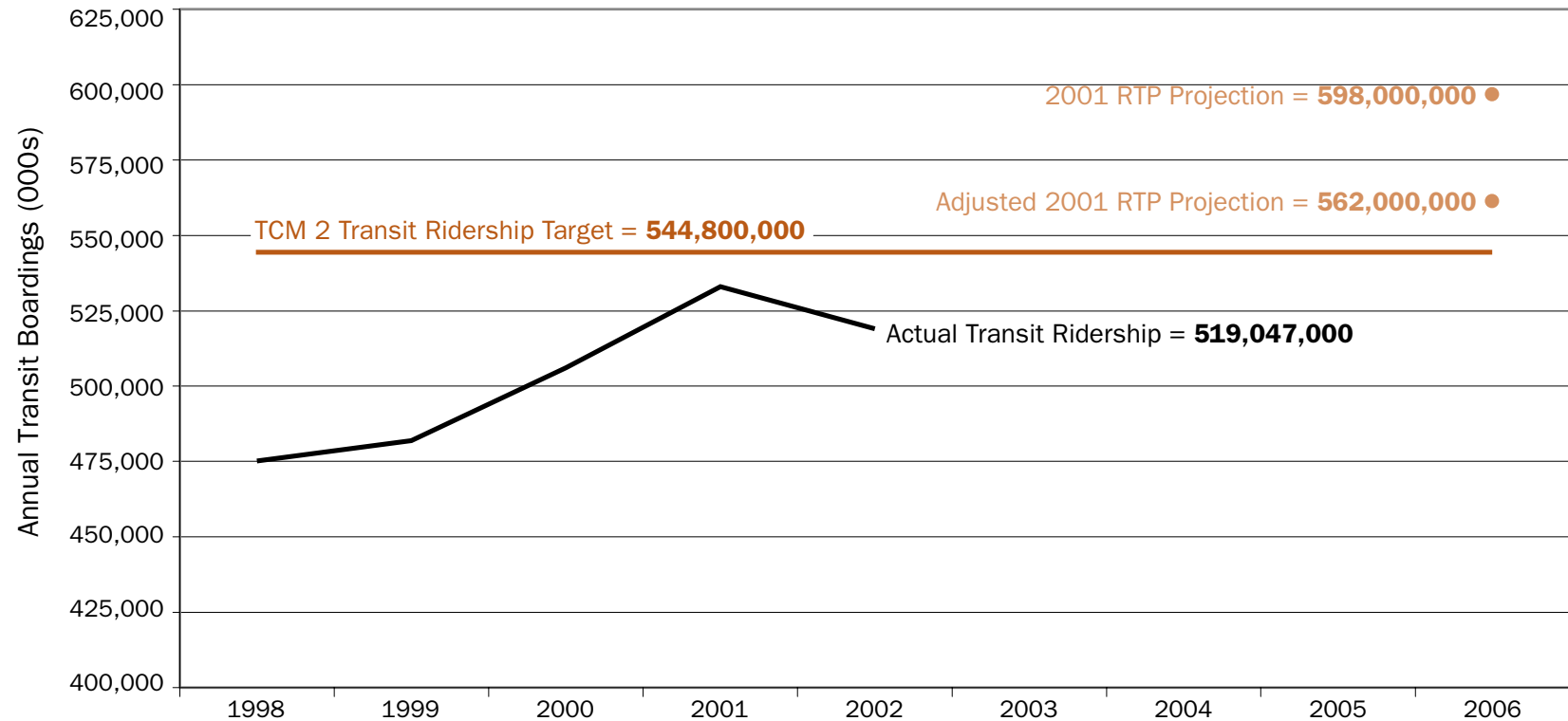
Adjusted Estimate (Low Estimate).

To account for recent dramatic changes in economic conditions and the resulting impact on transit ridership, MTC used a previously prepared 2005 travel demand forecast that, though updated from the forecast used in preparing the 2001 RTP, still relies on ABAG Projections 2000. This forecast was modified to reflect preliminary FY 2001–02 regional transit ridership information MTC received before it obtained formal data from the transit operators. This preliminary information suggested a decline in ridership from FY 2000–01 on the order of 7 percent. MTC then extrapolated on a linear basis the transit ridership projection for 2005 to 2006, the year that includes the court-imposed target achievement date of November 9, 2006. These adjustments yield an alternative projection that, with the implementation of the RTP on schedule, there will be an estimated 562 million annual riders in FY 2005–06, or 6 percent below the high range estimate in the RTP.

These forecasts are compared in Figure 6. As shown in the chart, both forecasts exceed the court-ordered TCM 2 ridership target.

Since the “low range” estimate was developed, MTC has obtained ridership data from the operators which demonstrates that the actual decline in ridership from FY 2000–01 to FY 2001–02 was only about 2.6 percent (from about 533 million boardings to about 519 million). Thus MTC continues to expect future ridership will be between the low and high range.

Figure 6
Bay Area Transit Ridership, 1998–2006



Description of Projects MTC Will Fund as Part of Strategy to Increase Ridership

The Order requires MTC to identify projects it will fund to achieve the mandated 15 percent ridership increase.

The funding is accomplished through the federally required Transportation Improvement Program (TIP), a comprehensive listing of all Bay Area transportation projects that receive federal funds or that are subject to a federal approval. The TIP is where funds are programmed to implement the policies, projects, and programs contained in the RTP. Projects in the TIP must first be included in the RTP. Transportation improvements included in the RTP and TIP are derived from a variety of planning efforts at the city, county, transit operator, regional and state levels. These include projects from county congestion management programs, countywide transportation plans, county-level transportation sales tax expenditure plans, transit operator short-range transit plans, and the state highway planning process conducted by Caltrans. When a project's purpose, scope, and budget are fully developed, the project may be proposed for funding.

A draft of the 2003 TIP was released for public review and comment in May 2002. Although the TIP was ready for approval in July, MTC could not adopt it because a "Stay Order" by U.S. Court of Appeals for the Ninth Circuit suspended the U. S. Environmental Protection Agency's (EPA) approval of the motor vehicle emissions budget in the region's ozone attainment plan and caused a "conformity lapse". That budget is necessary for MTC to conform the TIP to the federal air quality plan as required by EPA's transportation air quality regulations. MTC approved an Interim 2003 TIP in October 2002 to keep as many transit projects on schedule as possible during the conformity lapse. MTC will approve a full 2003 TIP when the stay is lifted.

To further support these transit improvements, the TIP includes funding for a number of new and innovative programs being developed by MTC that will better serve the transit customer and make their transit trip more convenient and reliable. These include TransLink®, Regional Transit Trip Planning, Commuter Check, and ridesharing services.

Transit Projects in the TIP

Table 1 provides project descriptions, estimated costs, year of completion and expected ridership increases for selected transit projects that are in the current TIP; the table is sorted by year of project completion to show the order in which projects will be coming on line. With respect to ridership gains for individual projects, MTC does not customarily estimate ridership for each transit project and program in the Bay Area. However, this information is usually available from project sponsors, when it can be estimated. Therefore, MTC has obtained this information to the extent possible from project sponsors, and has estimated ridership for many smaller projects using reasonable planning assumptions. The ridership information, which provides the year with respect to which the ridership estimate applies, is included with the other Table 1 information.

High-Occupancy Vehicle (HOV) Lane Projects in the TIP

Table 2 shows the HOV lanes in the TIP that are likely to be operational by 2006. The table also shows the number of new and existing express routes that will use these programmed HOV lanes. The HOV lanes will contribute to increased transit ridership since express bus travel times will be reduced further than what they are today with the new lanes. MTC estimates that the new lanes would increase ridership approximately 6 percent on these express bus routes.

Other MTC Programs That Support Transit Ridership Gains

There are a number of ongoing MTC programs that support the greater use of public transit; however, it is difficult to associate specific transit ridership gains with these programs due to the diverse nature of the services and markets affected. General descriptions of these programs follow:

Transit Management Program

MTC adopted a *Transit Coordination Implementation Plan* in February 1997 to address the requirements of SB 1474. This plan puts high priority on projects that will provide improvements to passengers in the near term, benefit the largest numbers of transit users, improve productivity (which was the focus of TCM #2), and enhance the ability of transit riders to reach destinations.

RTP STRATEGY TO INCREASE REGIONAL TRANSIT RIDERSHIP

Table 1
Transit Improvement Projects in the Interim 2003 TIP
(in order of year completed)

SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	PROJECT COST (000 \$)	FISCAL YEAR PROJECT STARTS ¹	FISCAL YEAR PROJECT COMPLETED	ESTIMATED ANNUAL RIDERSHIP (forecast year) ²
VTA	Line 22 Rapid Bus Corridor; purchase 32 buses	Line 22 Rapid Bus Corridor; purchase 32 buses (FTA Bus (8); CMAQ (12), STP (12))	\$24,000	2000-01	2002-03	212,000 (2004)
AC Transit	Purchase 15 buses (San Pablo Ave.)	Alameda County: San Pablo Avenue; purchase 15 buses.	\$8,560	2002-03	2002-03	3,000,000 (2004)
BART	BART Extension to the San Francisco International Airport (SFO)	Extend BART from Colma station to SFO and Millbrae	\$1,476,764	1998-99	2002-03	9,100,000 (2006)
CCCTA	2-3 Expansion Buses	Purchase 2-3 expansion buses to serve Bishop Ranch.	\$618	2001-02	2002-03	75,000 (2003)
CCCTA	3 Expansion Buses	Purchase three express buses for Walnut Creek/Dublin BART to Bishop Ranch.	\$950	2001-02	2002-03	90,000 (2003)
Martinez	Martinez Amtrak Station – new station, parking and landscaping	Martinez; Amtrak Station; new station, parking, bus bays, with landscape, signal and crossing improvements.	\$27,460	1999-00	2002-03	50,000* (2004)
Vacaville	Leisuretown Park-and-Ride Lot/ Transit Station	Construct 100-150 space lot and provide for transit service	\$300	2002-03	2002-03	40,000* (2003)
AC Transit	San Pablo Corridor Transit System	San Pablo Corridor Transit System Improvements - project includes street improvements, bus shelters and vehicle purchase	\$1,130	2000-01	2003-04	3,000,000 (2004)
BART	Pittsburg/Bay Point Station – expand parking and improve lighting	BART: Pittsburg/Bay Point Station; various access improvements to station including adding 300-400 additional parking places, lighting, and other access improvements.	\$4,012	2002-03	2003-04	100,000* (2004)
Caltrain	Caltrain Express/Rapid Rail	Add passing tracks, improve signaling and purchase additional rail cars; expand service.	\$206,989	2000-01	2003-04	3,400,000 (2004)
Fairfield	Fairfield Transportation Center – Phase II	Fairfield: Fairfield Transportation Center; construct approximately 180 automobile parking spaces.	\$3,053	2002-03	2003-04	30,000* (2004)
LAVTA	Purchase 4 New Buses for Expanded Service	Purchase 4 new buses for service that will provide an alternative for commuters that travel along the I-680 Sunol Corridor.	\$1,200	2003-04	2003-04	70,000 (2004)
Vacaville	Bella Vista Park-and-Ride Lot/ Transit Station	Construct 100-150 space lot and provide for transit service.	\$1,691	2002-03	2003-04	40,000* (2004)
Vallejo	Vallejo Baylink Ferry	Vallejo: Baylink Ferry Service between Vallejo & San Francisco; purchase 300- to 350-passenger vessel for the fleet.	\$10,879	2003-03	2003-04	150,000 (2004)
VTA	Zero-Emission Bus Demonstration Project	SCVTA: Acquire up to six 40-foot Low-Floor Zero Emissions expansion buses.	\$4,093	2002-03	2003-04	225,000 (2004)

* Indicates projects whose ridership gains would not be reflected in MTC's travel demand model results and therefore would contribute additional riders to travel model-produced forecasts.

(continued on next page)

¹ Adding numbers would not be consistent with MTC's regional transit ridership estimates, as explained in the text.

² Refer to TIP for details and updates on project milestones

Table 1 (continued)
Transit Improvement Projects in the Interim 2003 TIP
(in order of year completed)

SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	PROJECT COST (000 \$)	FISCAL YEAR PROJECT STARTS ¹	FISCAL YEAR PROJECT COMPLETED	ESTIMATED ANNUAL RIDERSHIP (forecast year) ²
VTA	TasmanEast/ Capitol Corridor Light Rail Extension	Extends Tasman light rail line east to Milpitas and south along Capitol Expressway to San Jose.	\$495,218	1998-99	2003-04	2,200,000 (2005)
Alameda Co.	Dublin/Pleasanton BART Parking Expansion	Dublin/Pleasanton BART Station: construct or acquire approximately 338 additional parking spaces.	\$3,390	2002-03	2004-05	212,000* (2002)
BART	Fruitvale Transit Village Project	Oakland: Fruitvale BART Station; construct a 3-5 story parking structure, new surface lots, intermodal facility, improve or replace existing surface parking & construct pedestrian plaza.	\$14,252	1999-00	2004-05	100,000* (2005)
Caltrain	Caltrain Parking Lot Improvements	Provision of approximately 100 parking spaces at various Caltrain stations in San Mateo County.	\$1,130	2003-04	2004-05	25,000* (2005)
Fairfield	Fairfield/Vacaville Train Station	Construct new train station and parking lot for intercity rail service.	\$4,575	2004-05	2005-06	160,000* (2005)
Fairfield	North Texas Local Transfer Facility	Fairfield: North Texas Street; construct local bus transfer facility.	\$1,750	2002-03	2004-05	30,000* (2005)
Fremont	Capitol Corridor Centerville Station	Capitol Corridor at Centerville Station – construct 73-space parking spaces, landscaping, sidewalks, lighting (final phase).	\$1,265	2003-04	2004-05	12,000* (2005)
Hercules	Hercules Train Station Project	Construct a train station along San Pablo Bay within the City of Hercules city limit	\$6,050	2003-04	2004-05	15,000* (2004)
Marin Co.	Marin Parklands Visitor Access Improvements	Expand Mazanita Park-and-Ride by 80 spaces and provide shuttle service to national parks.	\$6,907	2003-04	2004-05	30,000* (2005)
LAVTA	Livermore Valley Center Park-and- Ride Parking Structure	Livermore: Downtown Livermore ACE train station; construct parking structure of up to 540 spaces for transit users.	\$8,519	2002-03	2004-05	104,000* (2006)
BART	BART Richmond Station Additional Parking	Richmond: Richmond BART station; construct an additional level on the parking structure. Project provides about 120 new parking spaces.	\$8,800	2002-03	2005-06	31,000* (2006)
BART	West Dublin Station	Add new West Dublin Station and various parking improvements.	\$11,000	2004-05	2005-06	1,400,000 (2006)
Dixon	Dixon Multimodal Transportation Center	Dixon: B Street, adjacent to the UPRR tracks; construct building for commuter support services and future intercity rail service.	\$440	2003-04	2005-06	96,000* (2005)

* Indicates projects whose ridership gains would not be reflected in MTC's travel demand model results and therefore would contribute additional riders to travel model-produced forecasts.

¹ Adding numbers would not be consistent with MTC's regional transit ridership estimates, as explained in the text.

² Refer to TIP for details and updates on project milestones

(continued on next page)

RTP STRATEGY TO INCREASE REGIONAL TRANSIT RIDERSHIP

Table 1 (continued)
Transit Improvement Projects in the Interim 2003 TIP
(in order of year completed)

SPONSOR	PROJECT NAME	PROJECT DESCRIPTION	PROJECT COST (000 \$)	FISCAL YEAR PROJECT STARTS ¹	FISCAL YEAR PROJECT COMPLETED	ESTIMATED ANNUAL RIDERSHIP (forecast year) ²
Emeryville	Emeryville Intermodal Transfer Station: Phase 1	Emeryville: at the Emeryville Amtrak intercity rail station; construct the first phase of the intermodal transfer station. Including a parking garage and bus terminals.	\$8,230	2003-04	2005-06	50,000* (2006)
MUNI	SF Muni Third Street LRT Extension: Phase I	San Francisco: Muni; design and construct new light rail line along the eastern side of San Francisco. Phase I.	\$860,105	2001-02	2005-06	12,500,000 (2006)
MTC/ Transit Operators	Regional Express Bus Program	Purchase buses and provide operating funds to expand express bus service in selected corridors.	\$40,000	2003-04	2005-06	4,900,000 (2006)
Vacaville	Commuter Buses Purchase	Vacaville: Purchase three over-the-road commuter coaches for service between Fairfield/Vacaville and Sacramento.	\$905	2004-05	2005-06	50,000 (2005)
VTa	Vasona Light Rail Extension	Extends light rail from San Jose Diridon station to downtown Campbell.	\$342,000	2000-01	2005-06	2,300,000 (2005)
Vallejo	Vallejo Ferry Terminal Intermodal Facility	Vallejo: Baylink Ferry Terminal; construct new intermodal facility, including additional parking, upgrade of bus transfer facilities, and improvement to pedestrian access.	\$25,589	2005-06	2006-07	50,000* (2006)
Sonoma County Transit	Petaluma Intermodal Transportation Center	Petaluma: Petaluma Intermodal Transportation Center on Copeland between Washington and D street; construct new intermodal station/transit mall.	\$1,378	2002-03	2003-04	17,000* (2006)

* Indicates projects whose ridership gains would not be reflected in MTC's travel demand model results and therefore would contribute additional riders to travel model-produced forecasts.

¹ Adding numbers would not be consistent with MTC's regional transit ridership estimates, as explained in the text.

² Refer to TIP for details and updates on project milestones

Table 2
Impact of Freeway HOV lanes on Regional Express Bus Ridership

HOV LANE PROJECT AND ASSOCIATED EXPRESS BUS SERVICE	NUMBER OF EXPRESS BUS ROUTES SERVED	PEAK DIRECTION TRAVEL TIME SAVINGS RANGE
I-80 Contra Costa – Route 4 to Carquinez Bridge (westbound only)	7	5% to 30%
I-80 Alameda – Toll Plaza to Powell St. (eastbound flyover)	9	19% to 31%
I-680 Alameda – Sunol Grade (northbound)	7	10% to 17%
I-680 Contra Costa – Marina Vista to Route 242	4	8% to 14%
Route 84 Alameda – Dumbarton Bridge Approach	2	17% to 21%
I-880 Alameda – Route 262 to County Line	1	3%
Route 4 Contra Costa – Railroad to Standard Oil	1	3%
Route 87 Santa Clara – Julian to Route 85	1	7%
US 101 Marin/Sonoma – San Rafael Gap Closure/Steele Lane to Rohnert Park	23	5% to 11%
Total Express Bus Ridership Increase: 6.1%		

Two of the projects described here, TransLink® and Transit Trip Planning, are critical elements of the Transit Coordination Plan. The projects add convenience for passengers connecting between multiple operators and planning new trips on transit.

TransLink®

One of the key regional approaches for improving public transit is the development of a universal transit ticket program. The universal transit ticket program will establish a single regional system for collecting fares on all of the Bay Area's transit systems. The objectives of the program are to: 1) improve passenger convenience in making inter- and intra-agency trips; 2) improve the efficiency and security of the region's fare collection systems; 3) improve transit system data collection for service planning purposes and development of fare policies; and 4) take advantage of revenue-enhancing or cost-saving business partnerships with the private sector.

As lead agency for the TransLink® project, MTC is responsible for the procurement of equipment and services necessary to support an initial demonstration, evaluation of the demonstration and eventual full regional implementation. TransLink®'s demonstration phase was completed in July 2002. Full rollout among the region's largest transit agencies is expected by 2006.

Regional Transit Information System

MTC and the region's transit operators are currently developing and implementing a system of transit information services designed to make it easier for transit users to plan trips throughout the Bay Area. Currently, the general public is able to access route, schedule, and fare information on all Bay Area transit agencies at the "817-1717" regional telephone number and <transitinfo.org> Web site; the regional telephone number will transition to the new nationwide "511" number in December 2002. Transit users also are able to use the Internet to access TakeTransitSM, a system that provides point-to-point transit itineraries for any transit trip on or between AC Transit, ACE, BART, Caltrain, CCTA, Emery Go-Round, Muni, Union City Transit, Tri-Delta Transit, WestCat, and ferries. Over the next year, it will expand to cover all of the major transit agencies in the region.

Regional Rideshare Program

The Regional Rideshare Program's objective is to provide information to the public on alternative transportation modes, such as carpools, vanpools, mass transit and other transportation alternatives. The program accomplishes this primarily by:

- providing information about transportation alternatives to driving alone;
- providing services through an automated ridematching system to support the use of carpools and vanpools;
- providing information that promotes the use of carpool and Park-and-Ride facilities;
- conducting region-wide marketing campaigns and outreach efforts to the public and employers.

Transportation for Livable Communities (TLC)/Housing Incentive Program (HIP)

MTC created a special initiative called the Transportation for Livable Communities (TLC) Program in 1998 to fund and support the planning and development of small-scale transportation investments that meet community needs throughout the Bay Area. The TLC program's primary goal is to support transportation projects that: 1) have been developed through a collaborative and inclusive planning process; 2) encourage pedestrian, transit and/or bicycle trips; 3) provide for compact development of housing, downtowns, and regional activity centers; 4) are part of a community's development or redevelopment activities; and 5) enhance a community's mobility, identity and quality of life.

Under the newly created Housing Incentive Program, cities and counties are eligible to receive transportation funds for capital projects when proposing housing developments adjacent to major transit service. Research has shown that residents are more likely to use public transit if they live within walking distance of a transit station. MTC acted to triple the annual funding level for the TLC/HIP programs in the 2001 RTP.

MTC Policy Initiatives That Will Help Increase Transit Ridership

MTC is on record through letters to key legislators and the Commission's legislative program supporting initiatives that will positively impact the demand for transit service, including support for:

- increasing bridge tolls to \$3;
- peak-period pricing on the San Francisco-Oakland Bay Bridge, which will shift some trips to transit; and
- indexing federal and state gas taxes to produce more transportation revenues and keep the cost of transit competitive with the cost of driving.

MTC will continue to pursue these topics and their implementation over the next year.

Longer Term RTP Investments

Because major transportation projects often take years to develop, it is also important to look beyond 2006 to see the larger view of the region's commitment to transit. The 2001 RTP identifies about \$68 billion in funding for transit, or about 77 percent of the projected \$87 billion in available transportation funding over the next 25 years; this commitment supports the 2000 Census data that shows the Bay Area has the third highest transit mode share for work trips in the nation.

The RTP includes:

- funds to operate the existing transit system;
- funds to replace and rehabilitate the existing transit system;
- a major new transit expansion program for the Bay Area (see Resolution 3434 discussion below);
- a number of miscellaneous other transit improvements (Appendix B).

The allocation of RTP funds to transit is broken down in Figure 7, which divides the \$87 billion into “Committed” funds (over which MTC has little or no discretion as to their use) and “Track 1” funds (over which MTC has considerable discretion). The pie chart in Figure 8 shows how the transit funds themselves are divided in the RTP among operating, rehabilitation and expansion needs.

Regional Transit Expansion Program – MTC Resolution 3434

A hallmark transportation initiative, consummated in the 2001 RTP, was the development of regional consensus on the next generation of major transit projects in the Bay Area. Known by its MTC resolution number, the Resolution 3434 agreement represents an \$11 billion program of rail and express bus projects that will be implemented over the next 25 years. Resolution 3434 superseded the 1988 New Rail Starts Program (MTC Resolution 1876) that resulted in the construction of such extensions as the BART extensions to Pittsburg/Bay Point, Dublin and the San Francisco International Airport (scheduled to open early next year), the Tasman light rail extension in Santa Clara County and the San Francisco Muni Metro light rail extension to China Basin.

The ability of an individual transit operator to provide expanded service depends on whether the operator can access funds that can be used for new guideways/vehicles and whether there is sufficient funding available to operate the new service over an extended period of time. For services described above in the Resolution 3434 section, the transit operators will have funds to operate these services. A number of Resolution 3434 projects will be implemented just beyond the 2006 deadline. A listing of the Resolution 3434 project costs, implementation year and ridership estimates are shown in Table 3.

Figure 7
2001 Regional Transportation Plan
Total Expenditures
\$87.4 Billion

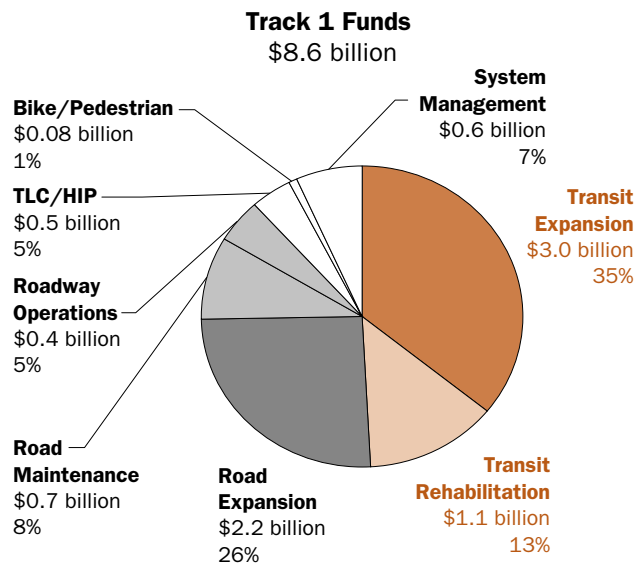
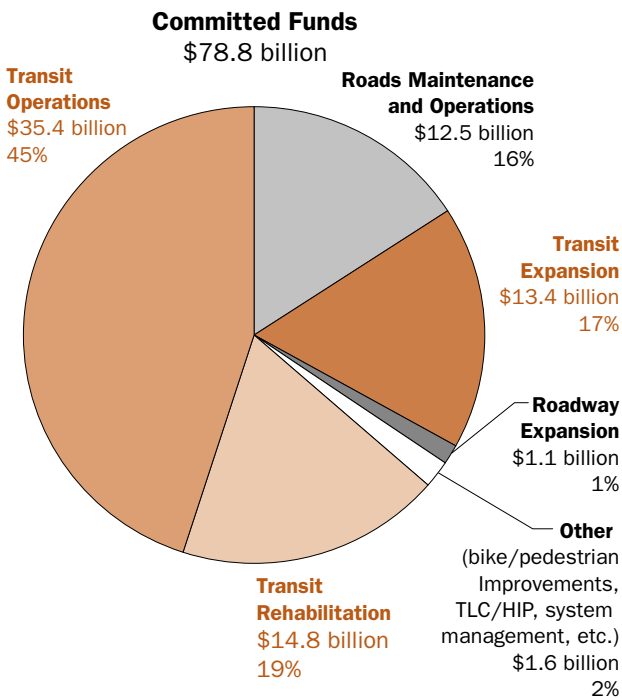
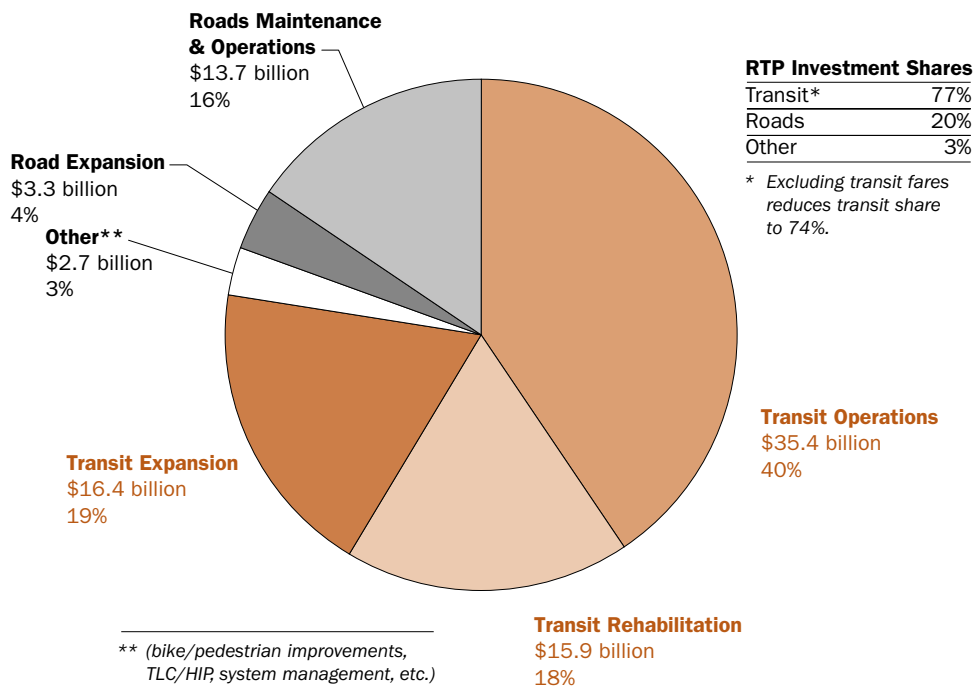
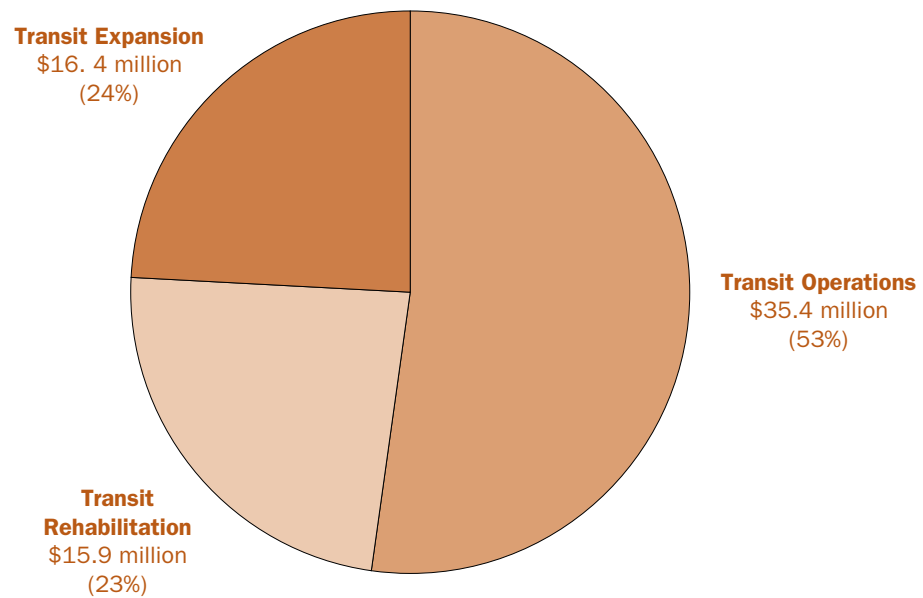


Figure 8
2001 Regional Transportation Plan
Total Transit Expenditures
\$67.7 billion



Other Track 1 Transit Investments in the RTP

In addition to the Resolution 3434 projects, there are a number of additional transit commitments in Track 1 of the RTP that are described in Appendix B. The appendix provides project descriptions, costs and estimated completion dates for RTP committed and Track 1 projects. As with the Resolution 3434 projects above, it is important to note that there are a significant number of transit projects coming on line between 2006 and 2010 that will help support increases in the region's transit ridership.

Summary/Conclusions

The 2001 RTP, as implemented in the near term through the TIP, provides the foundation for achieving the court-mandated 15 percent ridership increase target on the schedule required in the Order.

Table 3
MTC Resolution 3434: Recommended Program of Projects

PROJECT	COST (millions of 2001 \$)	YEAR OPERATIONAL	ANNUAL NEW RIDERS (2020)**
BART: Fremont to San Jose	\$4,344	2012	18,180,000
MUNI Third Street Light Rail: Phase 2–Central Subway	\$647	2012	1,550,000
BART/Oakland Airport Connector	\$232	2008	4,151,000
Caltrain Downtown Extension/Rebuilt Transbay Terminal	\$1,885	2010	5,662,000
Caltrain Rapid Rail/Electrification	\$602	2008	1,490,000
Caltrain Express: Phase 1	\$127	2004*	3,367,000
Downtown to East Valley: Light Rail and Bus Rapid Transit: Phases 1 and 2	\$518	2008	2,066,000
Capitol Corridor: Phase 1 Expansion	\$129	2010	673,000
AC Transit Oakland/San Leandro Bus Rapid Transit: Phase 1 (Enhanced Bus)	\$151	N/A	2,487,000
Regional Express Bus (Phase 1)	\$40	2004*	N/A
Dumbarton Rail	\$129	2008	328,000
BART/East Contra Costa Rail Extension	\$345	N/A	N/A
BART/Tri-Valley Rail Extension	\$345	N/A	N/A
Altamont Commuter Express (ACE): service expansion	\$121	N/A	N/A
Caltrain Express: Phase 2	\$330	N/A	N/A
Capitol Corridor: Phase 2 Expansion	\$284	N/A	N/A
Sonoma-Marin Rail	\$200	N/A	550,000
AC Transit Enhanced Bus: Hesperian/Foothill/MacArthur corridors	\$90	N/A	N/A
TOTAL	\$10,519		

N/A: Not available

Studies (outside of the RTP)

PROJECT	COST (millions of 2001 \$)
Napa/Solano Passenger Train Study	\$0.4
BART: 30th/Mission Station Study	\$0.5
TOTAL: Studies	\$0.9

* Included in TIP list (Table 1)

** Includes only riders that did not previously use transit for a trip; this represents a smaller subset of transit boardings than are reported in Table 1.

Appendix A

TRANSPORTATION CONTROL MEASURE #2

(Reprinted from the 1982 *Air Quality Plan*)

RTP STRATEGY TO INCREASE REGIONAL TRANSIT RIDERSHIP

TCM #2: Support post-1983 improvements identified in transit operator's 5-year plans, after consultation with the operators adopt ridership increase target for 1983-1987.

EMISSION REDUCTION ESTIMATES: These emission reduction estimates are predicated on a 15% ridership increase. The actual target would be determined after consultation with the transit operators.

	<u>1983</u>	<u>1984</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>	
HC:	0	.23	.42	.60	.72	tons/day
CO:	0	2.03	4.03	5.80	7.15	
NO _x :	0	.36	.68	.94	1.04	

COST: Costs of maintaining the existing level of services is currently programmed in regional allocations. Ridership increases would come from productivity improvements, thus additional costs would be moderate.

IMPLEMENTATION SCHEDULE:

- o 6 major transit operators adopt FY 1983-87 plans by July, 1982
- o MTC consults with operators on ridership targets by Jan., 1983
- o MTC, through implementation of the TIP and allocation of regional funds, seeks to ensure operators' 5-year plans are implemented
- o Ridership gains are monitored through annual RFP reports

DESCRIPTION OF CONTROL MEASURE:

This measure is basically an extension of TCM #1. Since federal funds for transit purposes are being cut back, many of the improvements identified in the 5 year plans deal with increased productivity. Thus, while the size of the transit system may not grow significantly, the ridership is expected to increase.

OTHER IMPACTS

- o 31,600 gallons of gasoline saved.
- o Alternatives to automobile travel will be increased.

Appendix B

**LIST OF 2001 RTP PROJECTS THAT SUPPORT FUTURE
REGIONAL TRANSIT RIDERSHIP GROWTH—
COMMITTED* AND TRACK 1 PROJECTS**
(*Not included in the TIP)

RTP STRATEGY TO INCREASE REGIONAL TRANSIT RIDERSHIP

2001 RTP – COMMITTED AND TRACK 1 PROJECTS*

Alameda County

Committed

RTP REFERENCE NUMBER	PROJECT / PROGRAM	TOTAL PROJECT COST
21465	Transit enhancements funded by transit center development funds	\$2.1
21570	Livermore Valley Center Parking Structure	\$8.5
21992	AC Transit bus corridor improvements	\$20.0
94029	Altamont Commuter Express (ACE) rail service operating and station/track improvements (four roundtrips daily)	\$11.0
94524	Amtrak Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento and 7 round trips daily between San Jose and Oakland)	\$66.0

Track 1

RTP REFERENCE NUMBER	PROJECT / PROGRAM	TOTAL PROJECT COST
21111	Capitol Corridor mitigation for track work at Jack London Square	\$25.0
21118	MacArthur BART Station intermodal transit village (includes replacement parking)	\$100.0
21123	Union City Intermodal Station (Phase 2), includes 19 bus bays and a kiss and ride loop road	\$5.9
21131	BART-Oakland International Airport connector	\$232.0
21132	BART extension to Warm Springs	\$634.9
21136	Rapid Bus Transit (RBT) in Oakland/Berkeley/San Leandro corridor (Phase 1)	\$151.2
21138	San Leandro BART Station transit village (Phase 1); includes parking structure, kiss-and-ride and bus improvements	\$10.9
21149	Express bus services	\$4.0
21357	Capitol Corridor Phase 1 expansion (for 16 daily round trips)	\$126.0
21885	BART/Tri-Valley Rail Extension (for right-of-way acquisition)	\$80.0

*See *Final 2001 RTP Project Notebook* (February 2002) for more detailed project information.

2001 RTP – COMMITTED AND TRACK 1 PROJECTS*

Contra Costa County

Committed

RTP REFERENCE NUMBER	PROJECT / PROGRAM	TOTAL PROJECT COST
21213	Pittsburg/Bay Point BART Station parking & lighting improvements (400 new spaces)	\$2.6
94555	Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento, and 7 round trips daily between San Jose and Oakland)	\$66.0
94561	Transit service for elderly and disabled riders	\$32.4

Track 1

RTP REFERENCE NUMBER	PROJECT / PROGRAM	TOTAL PROJECT COST
21207	Martinez Intermodal Terminal Facility (Phase 3 initial segment): 200 interim parking spaces (includes site acquisition, demolition and construction)	\$6.0
21208	Richmond Parkway Transit Center (Phase 1): includes signal reconfiguration/timing, new 700-800 space parking facility, and security improvements at Hilltop park-and-ride lot	\$15.0
21209	Hercules Transit Center relocation and expansion	\$6.0
21211	BART/East Contra Costa Rail Extension (right-of-way acquisition)	\$95.0
94045	New express buses for I-80 HOV service (capital costs)	\$16.9
98157	AC Transit enhanced bus service in San Pablo Avenue corridor in Contra Costa County: new passenger stations, roadway geometric improvements, information kiosks	\$8.5
98197	Richmond intermodal transfer station (BART to Amtrak/Capitol Corridor)	\$23.6

Marin County

Committed

RTP REFERENCE NUMBER	PROJECT / PROGRAM	TOTAL PROJECT COST
98200	Sonoma-Marin Rail station site acquisitions/upgrades	\$0.6

Track 1

RTP REFERENCE NUMBER	PROJECT / PROGRAM	TOTAL PROJECT COST
21303	Local Marin bus service enhancements (capital only)	\$41.9
21308	Expand Manzanita park-and-ride lot	\$10.7

*See Final 2001 RTP Project Notebook (February 2002) for more detailed project information.

RTP STRATEGY TO INCREASE REGIONAL TRANSIT RIDERSHIP

2001 RTP – COMMITTED AND TRACK 1 PROJECTS*

Napa County

Committed

RTP REFERENCE NUMBER	PROJECT / PROGRAM	TOTAL PROJECT COST
94076	Trancas intermodal facility in the city of Napa	\$0.8

Track 1

RTP REFERENCE NUMBER	PROJECT / PROGRAM	TOTAL PROJECT COST
21402	Napa-to-Fairfield fixed-route transit (capital costs)	\$1.8

San Francisco

Committed

RTP REFERENCE NUMBER	PROJECT / PROGRAM	TOTAL PROJECT COST
21572	San Francisco International Airport BART extension	\$1,476.8
21573	Muni F-Embarcadero extension	\$14.4
94637	Expansion of paratransit door-to-door van and taxi service to comply with Americans With Disabilities Act (ADA)	\$61.0

Track 1

RTP REFERENCE NUMBER	PROJECT / PROGRAM	TOTAL PROJECT COST
21342	Caltrain Downtown Extension/Transbay Terminal Replacement	\$1,885.0
21508	Bus Rapid Transit Program	\$26.0
21509	Caltrain electrification from San Francisco to Gilroy	\$602.0
21510	Third Street Light Rail Transit extension to Chinatown (Central Subway)	\$647.0
21544	Balboa Park BART Station expansion (planning phase only)	\$2.4

San Mateo County

Committed

RTP REFERENCE NUMBER	PROJECT / PROGRAM	TOTAL PROJECT COST
21574	San Mateo Downtown Transit Center	\$6.9
94667	SamTrans Americans With Disabilities (ADA) services	\$737.7

Track 1

RTP REFERENCE NUMBER	PROJECT / PROGRAM	TOTAL PROJECT COST
21343	Caltrain Downtown Extension/Transbay Terminal Replacement	\$1,885.0
21627	Caltrain electrification from San Francisco to Gilroy	\$602.0

*See *Final 2001 RTP Project Notebook* (February 2002) for more detailed project information.

2001 RTP – COMMITTED AND TRACK 1 PROJECTS*

Santa Clara County

Committed

RTP REFERENCE NUMBER	PROJECT / PROGRAM	TOTAL PROJECT COST
21760	Double track Caltrain between San Jose and Gilroy	\$170.0
21770	Caltrain extension to Salinas/Monterey (capital funds)	\$36.0
21787	Palo Alto Intermodal Transit Center (Phase I)	\$50.0
21790	Altamont Commuter Express Upgrade	\$46.0
21797	Route 17 bus service improvements	\$2.0
21922	San Jose International Airport connections to Guadalupe LRT	\$200.0
21923	Bus Rapid Transit corridor: Stevens Creek Boulevard	\$30.0
94117	Transit centers and park-and-ride lots	\$10.0
94617	Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento and 7 round trips daily between San Jose and Oakland)	\$66.0
98121	Increase Caltrain service from San Jose to Gilroy, includes Caltrain corridor facilities and service improvements	\$136.7
98138	Acquisition of railroad corridor for future Silicon Valley Rapid Transit Corridor project	\$80.0
98201	100 low-floor light rail vehicles: 50 new vehicles and 50 replacement vehicles	\$270.0

Track 1

RTP REFERENCE NUMBER	PROJECT / PROGRAM	TOTAL PROJECT COST
21344	Caltrain Downtown Extension/Transbay Terminal Replacement	\$1,885.0
21769	Caltrain electrification from San Francisco to Gilroy	\$602.0
21840	San Jose-Santa Clara fourth main track and station upgrades (Phase I)	\$44.0
21921	BART Extension from Warm Springs to San Jose	\$3,710.0

*See *Final 2001 RTP Project Notebook* (February 2002) for more detailed project information.

RTP STRATEGY TO INCREASE REGIONAL TRANSIT RIDERSHIP

2001 RTP – COMMITTED AND TRACK 1 PROJECTS*

Solano County

Committed

RTP REFERENCE NUMBER	PROJECT / PROGRAM	TOTAL PROJECT COST
21575	Vallejo Baylink Ferry (capital cost for new passenger vessel)	\$10.9
94682	Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento and 7 round trips daily between San Jose and Oakland)	\$66.0

Track 1

RTP REFERENCE NUMBER	PROJECT / PROGRAM	TOTAL PROJECT COST
21817	Vallejo intermodal ferry terminal (Phase 1)	\$20.0
21819	Vallejo ferry maintenance facility	\$5.0
94146	Express bus service on I-80 (capital costs for additional services beyond those in Regional Express Bus Program)	\$3.5
94148	Construct rail station, track improvements, or intermodal centers for Capitol Corridor intercity rail or commuter rail service; potential station sites are Fairfield/Vacaville, Dixon and Benicia	\$10.0
98100	Additional express bus service on I-680 (capital costs)	\$2.1

Sonoma County

Committed

RTP REFERENCE NUMBER	PROJECT / PROGRAM	TOTAL PROJECT COST
94167	Sonoma-Marin Rail station site acquisitions/upgrades	\$5.0

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